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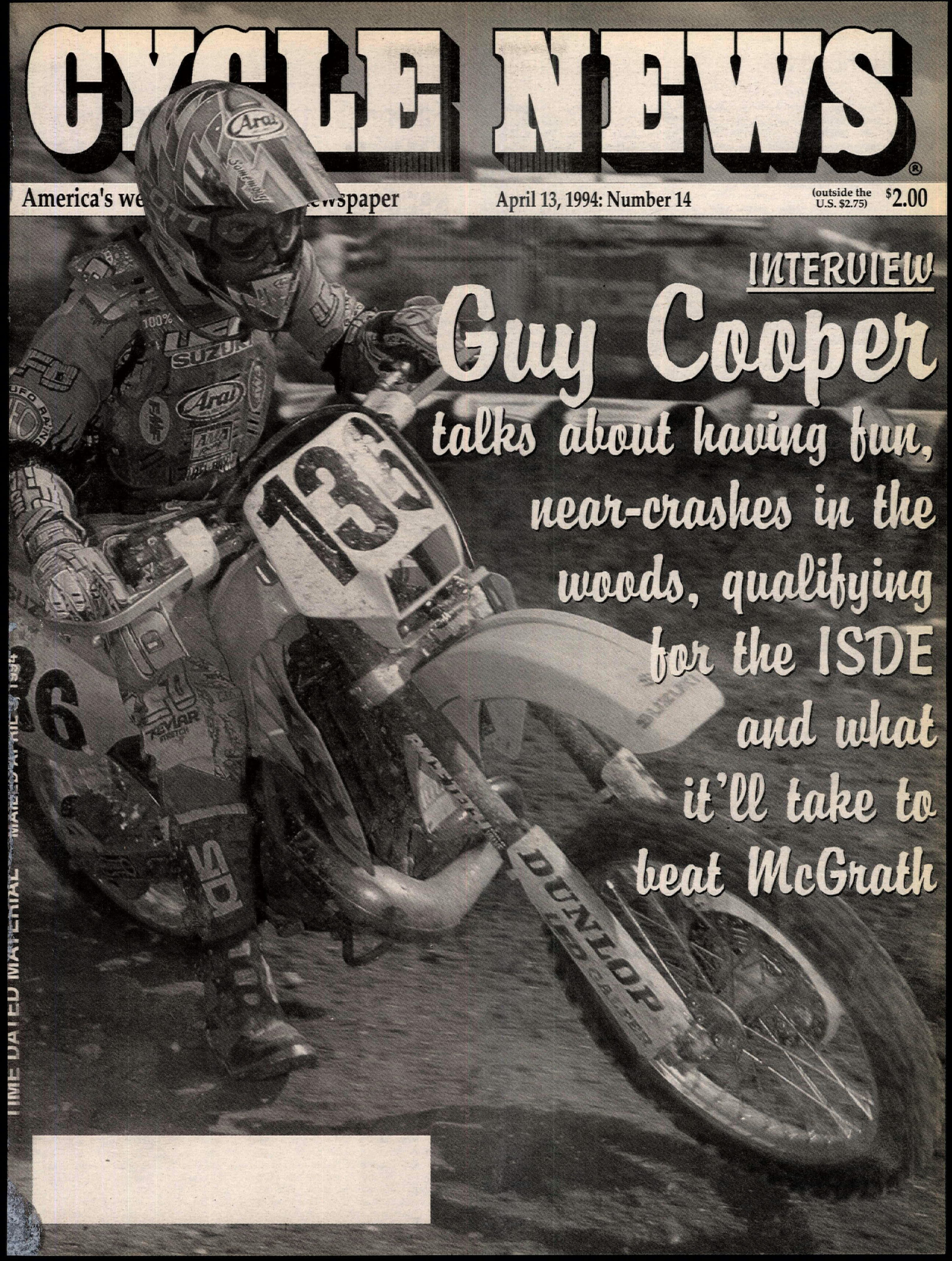

INTERVIEW

Guy Cooper talks about having fun, near-crashes in the woods, qualifying for the ISDE and what it'll take to beat McGrath

TIME DATED MATERIAL MARCH/APRIL 1994

According to the AMA, Idaho has become the last state to require a motorcycle operator's permit, thanks to legislation recently signed into law by Idaho Gov. Cecil Andrus. Senate Bill 1450 also provides for a state-wide rider education system. The new law goes into effect on September 1. After that date, Idaho motorcyclists wishing to obtain their operator's permit must pass a motorcycle test before their current licenses expire. "The passage of S.B. 1450 goes along perfectly with the AMA's long-standing philosophy that the key to safer motorcycling is a combination of proper licensing techniques and quality rider education," said **Robert Rasor**, vice president of government relations for the AMA. "We believe the passage of this law will provide a great benefit to current and future Idaho motorcyclists."

Shirley Grigsby, 56, passed away on March 24 after a long bout with cancer. Grigsby was a fixture at Southern Californian motorcycle races in the early 70s and is the mother-in-law of three-time World Champion **Wayne Rainey**. Grigsby is survived by her husband Don, a son, Don Jr., two daughters, Sherry and Shae, and four grandchildren.

According to a press release from White Brothers, the Benetton Formula One car racing team has signed an exclusive contract to use **WP Suspension** for the 1994 World Championship Series.

World Endurance Champion **Doug Toland** has become a spokesman for PowerBar sports energy bars and his Moto Sport Couruevien motorcycles will be sponsored by the PowerBar. Toland will begin defense of his world title at the 24 Hours of Le Mans in France on April 16-17. Toland isn't the only racer receiving backing from PowerBar. According to a press release, PowerFood, Inc., will also back Team Roberts' **Sete Gibernau** and **Jose Baresi** as they contest the Ducados Spanish Open series in Spain.

TravelCraft has been named an associate member and official travel agent for the American Motorcycle Racing Teams Association (MRTA), the AMA superbike teams owner's group.

Two of the horses that won races at Sportsman Park in Chicago, Illinois, on March 24 have familiar names to motorcycle racing fans. The winner of the sixth race was **Ron Wood**, while **Flyin' Flea** won the eighth race.

As part of a major reorganization at the Mickey Thompson Entertainment Group, **Danny Thompson** has become the new president of MTEG, succeeding **Gary Campbell**, who will now serve as chairman of the group's board of directors. Thompson, the son of the late Mickey Thompson who founded the company, has resigned as a driver for the factory-backed Ford Rough Rider off-road racing team to devote his efforts to the daily operations of the Anaheim, California-based company. Campbell replaces his wife, Collene Thompson Campbell, as chairman of the board, allowing her to devote more time to her growing responsibilities as mayor of San Juan Capistrano, California. MTEG has also announced that it has dissolved its in-house marketing department and has contracted the Morgan/Frey Agency which will handle all marketing, advertising, media buying and special promotions beginning April 1.

Brattin Motors of San Diego, California, will offer demo rides on the new BMW R1100GS on Saturday, April 16. **Larken Wright** will be on hand along with the BMW he will use to compete in this year's Nevada Rally. For more information call 619/286-1971.

Representatives from **Vanson Leathers** will be on hand at the AMA U.S. Superbike National Championship round in Pomona, California, on April 8-10 to perform free crash-damage repairs to Vanson racing suits. The repair station will be located in the pits, close to Dale Quarterley's Team Mirage pit.

According to Don Amador, the vice president of the **BlueRibbon Coalition**, 8500 white fir and suger pine seedlings were planted at the site of the 1992 "Cleveland" fire near Placerville, California, on April 2. "This event was co-sponsored by the BlueRibbon Coalition, AMA D-36, California Department of Parks and Recreation, and the California Enduro Riders Association," Amador said. "This family-oriented event gives us a chance to give something back to the great outdoors that we enjoy so much."

The **Daytona Supercross by Honda** will air on The Nashville Network's American Sports Cavalcade on April 10 at 12:00 p.m. (all times are Eastern) and again on May 29 at 5:00 p.m. The Daytona 125cc Eastern Regional Supercross will air on April 23 at 4:00 p.m., with a repeat showing on May 8 at 12:00 a.m. The 100k **600cc International Supersport Challenge** will air on April 17 at 12:00 a.m. There will also be two replays of the **Daytona 200 by Arai** in May. The race will be aired on May 1 at 5:00 p.m., and again at 12:00 a.m. on May 15. Check your local listings.

For those who plan ahead, **Camel Motorcycle Week '95** in Daytona Beach, Florida, will be held on March 3-12.

Dan Mahony, whose Class C racing photography has graced the pages of nearly every major motorcycle publication in the country, will host a "motel picture party" during the weekend of the Pomona Half Mile in Pomona, California, on May 13-15. On those three days, thousands of flat track, TT, short track and road race photos taken over the past four decades by Dan and his famous father, Walt, will be displayed. A selection of vintage NASCAR and sprint car racing photos will also be on hand, along with drop-in visits by racers past and present. For information, requests and reservations, call Mahony at 800/277-5037.

Acerbis Adventures has announced the entries of two of Russia's top rally riders in this year's Nevada Rally. **Alex Nifontov** and **Sergi Povarov** will race Cagiva Elephants in the rally which will be held on August 13-20 in Las Vegas, Nevada.

Randy Slaughter, 53, suffered a fatal heart attack on March 30. Slaughter was a long-time motorcyclist and father of Team America endurance team owner Frank Slaughter. Randy was also a past president of the National Capitol Motorcycle Club, formed in 1903 in Washington D.C. Cards and letters may be sent to the Slaughter family at 8410 Rose Marie Dr., Fort Washington, MD 20744.

Summit Point Raceway in Summit Point, West Virginia, will host open tune and test days on April 28, June 22 and July 21. Pre-registration is required along with a valid road racing license and race-wired motorcycles. For more information call Roger Lyle at 301/933-2599.

TravelCraft is now accepting hotel reservations for the **United States Grand Prix**, scheduled for Laguna Seca Raceway in Monterey, California, on September 9-11. TravelCraft claim they have hundreds of rooms, though very few of those are in the economy category. For more information call 800/241-1223.

Supermono races will be held at five of the 12 rounds of the **World Championship Superbike Series**, according to the Flammini Group, promoters of the series. The races for single-cylinder four-strokes will be held at the opening round at Donington Park in England on May 2, the Italian round at Misano on May 29, the Austrian round at the Osterreichring on July 17, the Dutch round at Assen on September 11 and at the second Italian round in Mugello on September 25.

Noted motorcycle artist **Hector Cademartori** has created the art work for the AMA's 1994 membership incentive bandana. The bandana is available only to those who join the AMA or renew their membership at selected rounds of the AMA U.S. Superbike National Championship during the '94 season. This year's bandana depicts 1993 AMA Superbike National Champion Doug Polen leading Dale Quarterley and Miguel DuHamel, the finishing order in the '93 series point standings. The bandanas will be available at the Laguna Seca (May 20-22), New Hampshire International Speedway (June 17-19 and Mid-Ohio (July 15-17) rounds of the series.

Austrian road racer **Andy Mecklau** will ride an HRC-supported Honda RC45 in the 1994 World Championship Superbike Series, according to a press release issued by his team.

As motocross teams and riders continue to search for that elusive outside-industry support, **Bob Luketic**, a local pro from Ohio, has landed a rather unique sponsor. Luketic, 22, receives assistance from the Oregon Mint Snuff Company, manufacturer of a tobacco-less snuff that is designed to help "dippers" kick the habit. Luketic has been contesting selected east coast supercrosses aboard a Suzuki RM125 that is decked out in the company's green, white and yellow color scheme. If you're interested in kicking the snuff habit, Luketic suggests giving his sponsor a call. Their number? 1-800-EAT-MINT, not to be confused with that of the Honda team's sponsor, 1-800-COLLECT.

In the World Championship MX Series manufacturers points race, Honda will not be earning any points from Belgian

Ferracci Ducatis okay'd by AMA; Muzzy plans appeal and second protest

The protest filed by Muzzy Kawasaki's Takahiro Sohwa against the Fast By Ferracci Ducatis of race-winner Troy Corser and his teammate Pascal Picotte at the Phoenix International Raceway round of the AMA U.S. Superbike National Championship has been denied by the AMA.

The protest questioned the legality of the Fast By Ferracci team's use of the kits sold by Ducati to update its 888cc motorcycles to 955cc superbikes.

"We have concluded that all parts are proper," AMA national technical manager Merrill Vanderslice said on Monday, April 4. "The cases, the cylinders...my understanding is that the referee (Jerry McHale) will deny the protest. We're waiting right now to receive a fax from Jerry. After Mr. Sohwa is notified, he will have 48 hours to file an appeal. He'll be notified as soon as the denial comes through from the referree.

"All the parts on the Ducati are made by Ducati. They can be bought, either completely assembled or piece by piece, to make an 888 a 920 or a 955. It's an upgrade package, a kit. People are looking at the rule book for things that aren't there. They are living back in the early 80s when homologation on superbikes was like it is in Supersport now. That's not the case - it's more open now in Superbike. This is the premier class in U.S. road racing and it requires different homologation these days."

Immediately following the Phoenix round of the series, the AMA impounded Corser and Picotte's engines and the following day issued a press release that stated that the bore and stroke of the two engines were legal according to AMA rules. The AMA had to wait until late last week, however, to get production engine castings to verify the legality of the cylinder and crankcase castings on the Ferracci bikes.

Muzzy Kawasaki team owner Rob Muzzy says he will file an appeal to prevent the Phoenix results from becoming final, and will also file another protest after the AMA U.S. Superbike Series round in Pomona, California, on April 10.

"It's just begun," Muzzy said on Monday, April 4. "Now the AMA has established what the motorcycle is. They've said it's a homologated motorcycle - a '94 955 Corsa. Now we've got the ground rules, and now we're going to protest that they didn't meet the (accepted) homologation procedure, (which) requires that the motorcycles are licensed somewhere in the world with lights for street use. That motorcycle does not meet that requirement. We've contacted nearly every Ducati dealer in the North America. Sixty percent of them had no idea what we were talking about, and 30 percent stated that it was a one-off motorcycle hand-built by Ferracci. Right now we're contacting other countries. If it's available in any country with that bore and stroke for street use and there are 50 of them, then it's legal. There is no country, including Italy, where that machine is street legal. Now that we know what it is, we're trying to buy one.

"If I had enough money, I'd by 43 of them, because there's no way he (Eraldo Ferracci) could produce them. He could probably build three or four of them. I knew what they (the AMA) would do, and they've done that. They've said that it is a 1994 Ducati 955. Now there has to be 50 of them - sold for street use. The seven that he's already sold don't count because they weren't sold for street use. Everybody knows it's a one-off bike and it's stupid to not do anything about it. As far as I'm concerned, when I protest it, the burden of proof will fall on Ducati. The paperwork they submitted is not for a motorcycle. Ducati told them it's a kit, but the rules don't allow kits to be homologated. You can't change the stroke of a homologated motorcycle. There is no 888 Corsa with a 66mm stroke. If I was him (Ferracci), I'd go back to using a 926, back to using a motorcycle that's really a motorcycle; either that, or homologate the 916."

Ronny Weustenraed or New Zealander **Shane King**, despite the fact that both will ride Honda CR500s. The two have removed any reference to Honda from their bikes in protest of the Japansese manufacturer's refusal to assist their efforts, and have applied to the FIM for a constructor's license under the name FVM (Feitelijke Vereinigung Missotten). It is unlikely that a license will be granted, but even if it is not, they can still call their bikes what they want and thus deny Honda any points.

Dutchman **Edwin Evertsen** unexpectedly turned up for the Dutch GP aboard the Geboers HRC Honda CR250. Evertsen reinjured his shoulder during qualification at the presious week's opening round in Spain and was unable to compete. In Spain, Evertsen fell on his still-healing shoulder and bent a pin that had been surgically implanted a while bck. A Belgian doctor refused to operate on his re-injured shoulder, but a Dutch surgeon agreed to do so on the Wednesday before the Dutch GP and replaced the bent pin with a new one. Evertsen qualified 19th for the GP but failed to score any points on the day.

Belgian **Jacky Martens**, the defending 500cc World Motocross Champion, will wait at least one more season before fitting his Husqvarna four-stroke with the electronic ignition system Cagiva has been testing. The Ducati-developed system performed well in tests, but was designed for road bikes, and its durability was questionable under motocross conditions. The GP series' new two-moto format means fewer motos in which to earn points, so Martens cannot afford to take any chances, though the ignition will likely be tried again next year. However, Martens will likely use another bit of technology on his Husky - a power-valve! The valve, a rarity on four-stroke engines, would reside in the exhaust system and is designed to stick open in the event of a failure.

On the subject of four-stroke GP technology, the Vertemati of Belgian **Joel Smets** will feature a "cassette" gearbox. With the special transmission, both main shafts can be replaced within 20 minutes, without the engine being removed from the frame.

Swede **Jorgen Nilsson** was a spectator at the Dutch round of the 250cc MX World Championship on March 26. Nilsson, the runner-up in the 1993 World Championship 500cc MX Series, is well on the road to recovery after crashing and suffering spinal injuries four months ago in Stuttgart, Germany. "I wanted to show people how well I'm getting on," said Nilsson. "Although I'm using sticks to walk around, I can walk without them and I can jump in the air. I was released from the hospital on Friday last week, though I still go back as an out-patient every day." The Friday before the Dutch GP, Nilsson sat on a bike for the first time since his accident and rode it around briefly, but he will not race this year. "The doctors have told me that the bones will have knitted together well enough in two months from now for me to ride around, but they have said that I must not jump on a bike until 12 months after the accident." Nilsson has little feeling below in chest. The Swede will also attend the opening round of the World Championship 500cc MX Series in Payerne, Switzerland, where he will be filmed for a documentary on his recovery.

Bob Moore recently signed with FMF Racing and will use Gold Series exhaust pipes in his 125cc World Championship bid, though the deal wasn't just a matter of signing on the dotted line. Moore's Rinaldi Yamaha team owner, **Michele Rinaldi**, is extremely particular about which parts are used on the team machinery, and all parts are subject to his approval. For political reasons, the FMF pipe had to be more than just a little better than those of five other manufacturers - including some of the top Italian pipemakers - tested by the team. Apparently, it was.

Whittier Power Sports Center, a multi-line motorcycle and watercraft dealership in Whittier, California, has added Suzuki to their list of brands offered. For more information call 310/945-3494.

Despite non-relenting ridicule and outright lack of enthusiasm from his fellow editors, *Cycle News* assistant editor **Scott Rousseau** went out and finished second in the Support B Class during the season-opening speedway event at the Orange County Fairgrounds in Costa Mesa, California. The staff is busy thinking up a nickname for Rousseau, but seem somewhat stuck on "Sudden Scott" - although that moniker has already been taken by a speedway racer with more impressive credentials.

AMA Superbike National Champion **Doug Polen** is currently in Japan, testing the 1994 Honda RC45 superbike at the Suzuka Circuit in Suzuka City. Polen will attempt to win his third World Superbike Championship when the series gets underway on May 1 at Donington Park.

As of last month, the provisional list of entrants for the **1994 World Championship Superbike Series** consisted of 28 riders. Thirteen of those riders will be mounted on Ducatis, four of which will be the new Ducati 916; six riders will ride Kawasaki's ZXR750; eight will be aboard Honda RC45s; and one rider, Mauro Lucchiari, will ride a Yamaha YZF750. Two Americans will contest the series, defending World Champion **Scott Russell** and two-time champion **Doug Polen**. Fourteen riders hail from Italy; four are British; two are from New Zealand; two come from Belgium; one is from Austria and one is from Australia; there is also a lone German entrant.

Five-time AMA National Hare & Hound Champion **Dan Smith** and his wife **Rhonda** have a new addition to their family - **Jacob Daniel Smith** was born on March 12 in Riverside, California. According to Dan Smith, Rhonda was in labor for over two days! "I would rather ride the Baja 1000 standing on my head three times before going through all of that again," said the motorcycle-turned-off-road truck racer. "The whole ordeal was like being in a three-day-long plane crash, but both Rhonda and Jacob are doing fine and, I'll tell ya, in the end, it is well worth it."

Speaking of **Dan Smith**, he competed in the April 1-2 running of the SCORE Nevada 400 (formerly the Mint 400) and scored the Class 8 division win, finishing third overall.

Team Yamaha's **Mike Craig** had his shoulder examined by his doctor the Monday following the March 26 Charlotte Supercross, where he withdrew from the night's program after injuring his left shoulder when he landed hard over a triple jump. According to Craig's wife Joanna, "...the shoulder popped out and went back in (in Charlotte) but doesn't require surgery. He's always had problems with it (the shoulder); it's loose and pops out and in every once in awhile. He says it's sore but he plans on racing the next round (Pontiac, Michigan on April 9)."

Motocrosser **Marc Tiesler** recently woke up to find that both his Honda CR250s had been **stolen** from his garage in Holland, Pennsylvania. One was a 1994 model and the other a '93. The VIN numbers are JH2NE030XRM602318 for the '94 CR and JH2NEO302PM502680 for the '93. If anyone has any information as to the whereabouts of these motorcycles, please call Tiesler at 201/357-3495. A reward is being offered.

Team Honda/1-800-COLLECT's **Jeremy McGrath** must win five of the remaining six rounds in the Camel Supercross Series if he is to break his own record of 10 wins in a single season. McGrath has won six of the first nine rounds, or 67% of the races, but to meet his goal he'll have to win 83% of the remaining rounds.

With his win at the Turkey, Texas, round of the AMA National Enduro Championship, Team Suzuki's **Steve Hatch** has now won five of the last eight rounds. Hatch came on strong at the end of last season, winning three of the last five enduros, and has continued the surge by winning two of the first three events this year. The hot streak began at approximately the same time Hatch graduated from college. Apparently, a good education helps even in the profession of motorcycle racing.

AUTOGRAPH SIGNING: At Central Yamaha in Plano, Texas, on April 22. Team Noleen/Sizzler/Yamaha riders Larry Brooks, Larry Ward and Kyle Lewis, and Team North County Yamaha riders Tommy Clowers, Mike Metzger and Donald Upton are scheduled to appear. For more information call 214/423-4089.

AUTOGRAPH SIGNING: At Forest Lane Yamaha in Garland, Texas, on April 22 from 6:30 p.m. to 8:30 p.m. Team Yamaha's Jeff Emig and Michael Craig are scheduled to appear. For more information call 214/276-5026.

AUTOGRAPH SIGNING: At Plano Honda in Plano, Texas, on April 22 from 6:00 p.m. to 7:30 p.m. Team Honda/1-800-COLLECT riders Jeremy McGrath, Jeff Stanton, Steve Lamson and Doug Henry are scheduled to appear. Also expected to appear are AXO's Mercedes Gonzales, ESPN 2's Jerry Bernardo, Miss Coors Light Darby Daniels and Scott USA's Bevo Forte. For more information call 214/422-4703.

CORRECTION: Stu Morrison and Steve Teschke were the riders for Team Red Baron, the fifth-place finishing team in the Middleweight Team Challenge at Phoenix International Raceway on March 26.

APPOINTED: Rob Lopez as director of community affairs and public relations, by Sears Point Raceway. Lopez will be responsible for generating publicity about racing evens and releasing general news stories regarding the race track and its community involvement. He will also contribute to the raceway's quarterly newspaper.

PROMOTED: Dave Larson to buyer/analyst for sports and casual apparel in the parts and accessories division at Yamaha Motor Corporation USA. Larson was formerly an accessory sales representative.

AUTOGRAPH SIGNING: At Burnsville Yamaha in Burnsville, Minnesota on April 15 from 6:00 p.m. to 7:30 p.m. Team Yamaha's Jeff Emig and Michael Craig are scheduled to appear. For more information call 612/882-1020.

AUTOGRAPH SIGNING: At Anderson Sales and Service in Bloomfield Hills, Michigan on April 8 from 6:00 p.m. to 8:00 p.m. Team Suzuki's Brian Swink, Ezra Lusk, Jimmy Button and Phil Lawrence are scheduled to appear. For more information call 313/858-2300.

AUTOGRAPH SIGNING: At Mountain Motorsports in Ontario, California, on April 8 from 6:00 p.m. to 8:00 p.m. Team Suzuki's Britt Turkington, Thomas Stevens, Donald Jacks and Tom Kipp are scheduled to appear. 909/988-8988.

AUTOGRAPH SIGNING: At Montclair Yamaha in Ontario, California, on April 7 from 7:00 p.m to 8:30 p.m. Vance & Hines Yamaha's Jamie James and Colin Edwards II are scheduled to appear. For more information call 909/628-4748.

HIRED: Bob Weber as vice president of marketing and sales at DG Performance Specialties.

NAMED: Joseph Dagley, Noel Parsons and Neil Potts as motorsports district sales managers by Yamaha Motor Corporation, USA. Dagley will be responsible for dealers in Washington, D.C., Virginia, Maryland, Delaware and dealers in parts of Pennsylvania and West Virginia. Parsons will call on dealers in the Carolinas and parts of Georgia and Tennessee. Potts will be responsible for dealers in Iowa, Minnesota, Illinois, Nebraska and South Dakota.

MOVED: MS Racing to 252 Granite St., Corona, CA 91719. The new phone number is 909/340-3301 and the fax is 909/279-7678.

AUTOGRAPH SIGNING: At Bob's Cycle Supply in St. Paul, Minnesota, on April 15 from 7:00 to 9:00 p.m. and on April 17 from 11:00 a.m. to 2:00 p.m. Jeremy McGrath, Jeff Stanton, Jeff Emig, Phil Lawrence, Jeff Matiasevich, Team Noleen/Sizzler/Xtreme and Team Splitfire/Hot Wheels are scheduled to appear. For more information call 612/482-9526.

PROMOTED: Mark Speaks, general manager of motorsports sales and marketing of Yamaha Motor Corp., U.S.A., to vice president of Yamaha's Parts and Accessories Division (YPAD); Dennis McNeal to national sales manager, Motorsports and Outdoor Power Equipment (OPE); Rit Lefrancois to general manager of motorcycle, ATV, scooter and snowmobile marketing; Ed Burke to division manager for product planning and testing for motorcycles, ATVs and scooters; and Mark Porter to assistant division manager of motorcycle testing.

CORRECTION: Grand National Cross Country Champion Fred Andrews was riding a Yamaha WR250 and not a Yamaha YZ250 in the Sumter, South Carolina, event on March 13.

OPEN HOUSE: At the Dan Rouit Flattrack Museum in Clovis, California, on Sunday, May 8 from 10:00 a.m. to 5:00 p.m.

MOVED: Electronic Motorcyclists Inc., the operator of The Motorcycling Round Table on GEnie. The general office is now located at 3938 E. Grant Rd., Suite 265, Tucson, AZ 85712-2559, 602/326-0792; and the racing office is now located at 2210 Wilshire Blvd., Suite 583, Santa Monica, CA 90403-5784, 310/306-7512. CN

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VOICES
Letters to the editor

The phantom desert racer

While racing in the 4 Aces' European Scrambles in the Senior Amateur/Expert class, I had a high-speed crash on a narrow trail. While trying to get up my leg gave away from a dislocated knee cap.

The first racer coming up the trail jumped off his bike to remove me and my bike from the course, giving up several positions in the process. Everything happened so fast that I was unable to get this racer's name. I personally would like to send out a "special thanks" for his help. I would also like to thank KXKJ and D.J. of the Viewfinders M.C. for getting Rescue 3 to my aid.

John Coppage
Lancaster, CA

Thanks Team Green

I would like to thank the Kawasaki Team Green staff members who worked the Alligator Enduro in Daytona. The services and products that they provided helped to keep that day from being a disaster.

First, a member of Joey Hopkins' crew provided me with a towel to clean my goggles at a reset following a very muddy section of the course. Next, my racing partner, Keith Hayworth, needed a new set of rear brake pads for his KDX200 at the gas stop. Again, Team Green came through. Finally, I discovered a slow leak in the rear tire of my truck following the race, and a member of Team Green hooked up multiple hoses from the factory van to reach my truck and he reinflated my tire.

With this kind of support from Kawasaki, it sure makes me proud to race my KDX and be a part of this Team Green family!

By the way, congratulations Joey on taming the Alligator!

Steve Kirby
Rock Hill, SC

Good, but could be better

Well, another Adelanto GP has come and gone. I don't race very often, but like the now extinct Barstow-to-Vegas race, it's one event that's on my "must do" list each year.

The Adelanto GP is a unique event and I think it has the potential to be as large and as famous as B-to-V, city of Adelanto willing. However, I feel there are at least two things that need to be straightened out before this event can reach "legendary" status.

First, is the timeliness of the results. I think five weeks is a little too long for participants to find out how they did. B-to-V was twice the size, but unofficial results were available the same day with official results available the next day.

Second, the Desert Vipers policy of awarding trophies only to D-37 members is bad marketing. All the amateur participants pay the same entry fee and race the same course. They should all have the same shot at a trophy.

I believe these two issues could be easily resolved with a little effort.

The Adelanto GP is a great event and has the potential to grow into something truly legendary, assuming the organizer wants it to. It has a unique course, a class for just about anyone, great spectator appeal, and it's a wonderful way for any family to spend a weekend. A tip of the visor to everyone involved.

Mark Kaiser
Long Beach, CA

MX isn't a team sport

Picture yourself at the starting line waiting for the gate to drop to begin your first moto. Beside you are three riders in identical uniforms mounted on identical bikes. They are members of a team and are paid to make sure that one of them wins. Sure, each one wants to win, but you know that each is willing to hold you up or to let one of his teammates by in the name of the greater cause of their team's success. You look around and notice that some teams have two members, some have four, but your team consists of you, one motorcycle, and one mechanic.

Motorcycle manufacturers seem to believe (and they have been successful in convincing the AMA and the motorcycling press) that teams of unequal size are essential if our sport is going to attract outside money. One major motocross magazine recently editorialized on the need for the factory teams to dress their riders alike. In their zest to build teams, they frequently make comparisons to football and baseball, but they are team sports - motocross is not supposed to be. In the long run, perhaps it's not so good for the motorcycle manufacturers to have so much control over the sport their equipment is used in. How much control do Wilson, Rawlings, Spalding, etc. have over football and baseball?

Outside money from corporate sponsors can really benefit the sport of motocross, but in the long run we can attract more outside sponsors if a sponsor believes his team can be competitive, than if the potential sponsor knows any team he sponsors will be crushed by the large factory teams. In addition, we should realize that the amount of money required to field several bikes and riders is so great that motocross can find itself competing with NASCAR for outside money. Why not encourage a situation where a company can sponsor a rider and bike for a fraction of what it would cost him to sponsor a NASCAR team of one car and driver.

I believe the manufacturers and motorcycle press have the best interests of the sport in mind, (but) I am offering an alternate view as to how our goals can best be accomplished. Let's limit teams to one bike and rider per team. NASCAR has had its best growth years since the auto makers retired their factory teams.

William Furnell
Lakeland, FL

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INSIDE
Issue #14, April 13, 1994

FEATURES

INTERVIEW
Guy Cooper 6

HARE SCRAMBLES
Smith quickest at Tennessee Nat'l HS 10

ENDURO
Davis survives, wins Tecate Enduro 14
Hatch still hot after Texas Nat'l Enduro 16

WHERE ARE THEY NOW?
Danny "Magoo" Chandler 18

PROJECT BIKE
Suzuki RM250 22

ARENACROSS
Gaddis rocks The Pond 26

ROAD RACING
Team Suzuki rolls on at Talladega
WERA Endurance 28

MOTOCROSS
Everts comes alive at Dutch GP 30

DEPARTMENTS

TEAM SMITTY 21
EVENTS 32
CALENDAR 38
RESULTS 44
WANT ADS 45
CHICANERY 59
LOOKING BACK 59

ON THE FRONT COVER

Guy Cooper has successfully made the transition from a National supercross and motocross star to a National off-road personality. Turn to page 6 for a complete interview. Photo by Kinney Jones.

LAROCCO & KIEDROWSKI STUFF CAMEL.

March 26, 1994. They stalked their prey for 20 laps. Then Team Kawasaki's Mike LaRocco and Mike Kiedrowski bagged a 1-2 Camel Supercross finish at Charlotte's Memorial Stadium. The 250cc trophy speaks for itself. The boys had it all sewed up.

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The cro

By Donn Maeda

When Guy Cooper flew across the finish line at the season-ending '93 Las Vegas Supercross, the personable Oklahoman finished one chapter in his life and began another. Though "Coop" still plans to race selected motocross and supercross events in the future, the 1990 125cc National Champion and reigning World Supercross Champion has made a successful transition into the world of off-road racing. Instead of whoops, doubles and triples - logs, tree roots and rocks will now be viewed through Cooper's goggles.

Undoubtedly the most popular rider on the professional motocross circuit, Cooper has rapidly been gaining the same following in off-road circles. As a member of Team Suzuki Off-Road, Cooper has already notched his first Grand National Cross Country win and won his respective classes at the famous Alligator and Tecate Enduros - all in a matter of months.

So far, how has the transition from motocross to off-road been? Is it as easy - or as hard - as you expected?

Well, I'm learning a lot. It's every bit as much fun as I was hoping it would be, and it's every bit as hard as I was hoping that it wasn't gonna be. (Laughs) I knew that it was gonna be tough. Those off-road guys are as good at what they do as Jeremy (McGrath) is at supercross. Even though I've been riding all my life on the trails in Oklahoma, riding off-road isn't something that I've practiced week in and week out. A lot of people expected me to come in and beat these guys, just because I can beat them on a motocross track, but there's a big difference between the type of racing that I'm good at, and the type of racing that I'm doing now. I enjoy it. It's a lot different than I'm used to.

What's the hardest part about making the transition?

Well, even the trails that I ride on for practice - I've been on them a couple of times before in the last year, so it's not totally new ground to me. I raced the Tecate Enduro recently... that was 160 miles worth of riding, and you never took the same trail twice. For the motocross guys who don't do enduros, well, that would be like going to a motocross track that you've never been to and having a lap time taken on you on your first lap! There's always better lines out there, but you don't get a second chance to find them.

So, is there a definite skill that you develop that allows you to read ahead and pick those good lines?

Reading the course is so much of it, but

ssroads

that's not all of it. You still have to be in good physical shape and you have to have your bike working good. Luckily, I have a good ride with Suzuki Off-Road, and they handle the mechanical part of it.

What do you feel you need to work on to become faster off-road?

There's a lot of things that I need to get working on - like learning to go over stuff the first time correctly. It seems as if I get caught up looking at the lines that I need to avoid. When there's logs or branches in the way, I start looking at them thinking, 'Man, I better stay away from that,' but I really need to get my eyes back (to) looking where I want to go. A lot of times my eyes will still be on the nasty stuff and I'll go straight for it. I'm learning so much, but at the same time I'm having a lot of fun.

Is there anything about racing off-road that you haven't found to your liking?

Well, the biggest bummer is that at a motocross or supercross, when my feet go flying and I do a big save, everyone gets to see it. When I come back in from the track, I don't have to remind anyone of it, there's always someone reminding me about it. In off-road, I'll be out in the middle of the trail with no one in sight, and my feet will go flying and I'll go out through the tules, completely off the trail, and save it - but then there's no one there to see it.

Have you been having many of those episodes?

(Laughs) Well, yeah. Generally, I save it, but I've had a couple of pretty good get-offs also. It's funny because you're out in the middle of the sticks doing these big near get-offs! Then you come back in and have a million tales to tell. Usually at supper, you're sitting there talking with the other guys saying, 'Oh my God, did you hit that one log?' And everyone can usually relate because we all hit the same thing.

You just mentioned eating after the race with the other racers. Is the camaraderie the best thing about your new sport?

I think off-road has a tighter group of riders. The reason why is that the guys aren't highly paid, like in motocross. When you're Jeremy McGrath or Mike LaRocco, you're getting paid a ton of money to race, and you don't need to talk to the other guys about what happened - you get to see it on video. Then there's a lot of psyching each other out going on also.

So are you saying that the off-road guys don't play mind games with each other?

Well, I'd say that Fred Andrews and Scott Summers are the only two who are trying to play the psyche game with each other. For the most part, all of us can sit down and talk and joke about what we've gone through or ridden over. It's pretty relaxed. If Randy Hawkins happens to ride the fastest on a certain day, then we're all proud of him. If Steve Hatch rides better, then we're proud of him. It's a give and take - some days you're gonna be riding faster than everyone else, some days it'll be another guy. So far, I haven't gotten there yet, but hopefully I will.

When did you first think about racing off-road?

Well, that goes way back. When I was a support rider for Team Green in 1981, I wanted to hit the Nationals, but my dad said that he would like to support me in enduros rather than motocross. Well, I wanted to try to make a career out of racing, and it's hard to make a career out of racing off-road unless you have a lot of connections somewhere. Off-road is a lot harder to make a living at than motocross, so I decided to try racing motocross. Since my family owned a motorcycle dealership, we did have a lot of avenues open to us. I've been able to ride motocross, off-road, supercross and trials. I just happened to race motocross.

Have you, in fact, been competing in off-road events all along?

Well, although I really like the Suzuki MX contracts that I had - they paid me a great deal of money and I have a lot to be thankful for - they wanted me to *only* race motocross - no off-road and no trials on the side in the off-season. I can see where they were coming from; they didn't want me to get hurt doing an enduro when they were paying me to race motocross. I understand that, and I can respect them for that, but, deep down, my heart was yearning to enjoy all aspects of off-roading.

Do you have to train differently now?

Well, to tell you the truth, I'm not a big trainer. I do have the exercise equipment - the bicycles and all that stuff - but I'll only do it on the rainy days when I can't get out on a bike. Since I got the rod taken out of my leg, I feel a whole lot better than I have for the past few years. The whole time I had the rod in my leg it bothered me because it was too long and the end of it dug into my muscle. Even a few days after I had it removed, I felt better than I had the whole year with it in. Now I'm able to do all the things I enjoy.

How much of an advantage are your motocross and supercross skills when you take to the trails?

Well, you can take the supercross skills and throw them right out the window. (Laughs) I think my motocross skills pay off in the long run because you do hammer out real intense motos. Supercross, on the other hand, is all timing and total jumping. You need your timing very little in off-road. It's totally different. Speeds are much higher and you only have to ride over the stuff one time.

Your motocross riding style has always been a bit different from those of the other top riders...

Well, I'm still a lot different than the top off-road guys. My feet come off the pegs a whole lot more than everyone else's. At one race, Rodney Smith said that he was afraid to follow me.

You won your first major off-road race at the Ocala Grand National Cross Country. Did you expect to win so early?

I hoped to do good, but I didn't expect to win. I think the reason I did well is because we did many laps. Near the end of the day I started to pretend it was just a big motocross track. There's gonna be a lot of chances for me to prove myself this year.

There's you, Ty Davis, Fred Andrews and Rodney Smith. Are former motocrossers the new breed of off-roader?

I don't think we're necessarily the new breed, but what we are doing is bringing popular names into the sport. Ty Davis grew up riding in Hesperia (California), which is great (for) off-road riding, before he even became a top motocrosser. Fred and I grew up riding in the trees, hill climbing and just playing. Rodney is the same way - he grew up trail riding in Northern California. All of us have the same thing in common. After we made names for ourselves in supercross and motocross, we still have the desire for saddle time. And what better way or place to get more saddle time than off-road racing?

How do you think the established off-roaders, such as Scott Summers or Randy Hawkins, are dealing with the current flood of former MXers?

So far, I have gotten nothing but good response from those guys. They know that I'm not in it for the money, but for the fun. Here's an example. When I won at Ocala, people see that there's a ton of people racing - it's a Grand National, a two-and-a-half-hour race - but after I won I got $140. You don't race off-road to get rich, you race off-road because you love to ride. In motocross, you're always racing for the big number one. And you get paid big for that number one. At the Tecate Enduro, we rode all day hoping to win a trophy. But it's the hardest-earned trophy you'll ever win.

Have you found that off-road racing is more physically or mentally demanding than motocross?

Ooh. Hmm. Well, they're two entirely different things. It's like comparing apples to oranges. We're on motorcycles, and we're in dirt, but that's where the similarities end. Motocross is intense, from the time the gate drops to the time the checkered flag waves. That's maybe 30 or 40 minutes. In off-road - well let's look at the Tecate Enduro, for example - that took us six hours. That's a lot of riding. They're just two totally different types of riding. Both are fun, and I think both are necessary for me to enjoy life. I like the range of riding that I can play with.

At home, you obviously spend a great deal of time riding a wide variety of machines.

Yeah, I have four-stroke DRs, RMXs and RMs. I can go ride in the trees, there's rocks, there's sand, and there's my motocross and supercross tracks. I'd say I have everything, well, except for high-speed riding areas. I have *never* in Oklahoma done as much high-speed riding as I have in the past few months.

Are the high speeds hard to adjust to?

Yes, they are. If I try to go that fast in Oklahoma, I'd crash into a rain ditch or something. I never get going that fast around here. I was really gun shy at first. At Ocala, there were some fast straights, and Danny Hamel and Ty Davis were just pinning it. They were going at least 20 mph faster than me. I wasn't prepared to go that fast, but I'm starting to get used to it.

A cross country is a long race, whereas enduros are events in which you compete against the clock. Which do you prefer?

Ooh. Well, since I'm not doing too many motocross races, I guess I'm gonna need these cross country races to get my race fix - the wide-open speeds. But I do enjoy the enduros where you have a computer and a roll chart, racing against your own wits.

Before the start of the season, you were expected to compete in a few selected supercross rounds, including Daytona, but thus far you haven't. Why?

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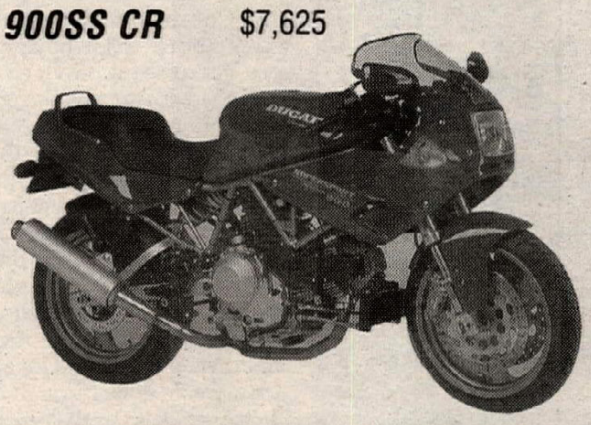

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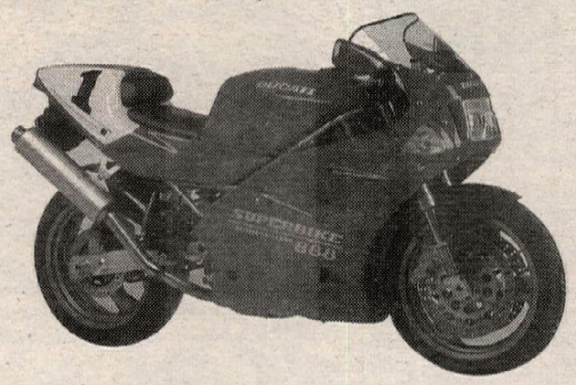

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Well, my contract is with Suzuki Sports Promotions, and I am to compete in selected high-profile off-road events. I'm really concentrating on qualifying to ride in the ISDE in Oklahoma this year, and that's the main focus. I signed the contracts in November of last year, assuming that it wouldn't be a problem for me to race a few supercrosses. As it turned out, the upper management had a problem with it. They said that if it wasn't in my contact, then I couldn't ride in it. They won't let me do a single supercross this year, but I guess that just means I'll have to wait until '95. I still want to show my fans that I'm a jumper - I won't be out to win, just to have fun and entertain the crowd.

You talk about the ISDE being your main focus in 1994. What are your feelings about the 160 American riders who basically bought their entries?

Hmm. I'm gonna have to stay out of it a little bit, because I know some of the inside reasons that the Tulsa Trail Riders had to sell off some tickets to get rolling. I have not been around the qualifiers long enough to have an opinion. I'm just now learning what the Six Days is all about. I can find faults in everything, but hindsight is 20/20. I just hope that we can put that all behind us and get some qualified guys to represent the U.S. on the trophy team.

What do you feel your chances are of qualifying for the Trophy Team?

Well, I'm gonna do my best, but we have a lot of very talented guys who are trying to qualify. If the AMA selects six guys to represent the U.S. and I'm not one of them, that's fine with me. I might have sure speed, but it also takes a guy who has the smarts to keep it going for six days. If I don't make it, it's definitely not gonna bum me. I definitely want to be on a club team if I don't make the trophy team. I just want to enjoy myself. Life is too short not to enjoy yourself. I've had this attitude of having fun for the past 10 years, and I think it shows.

How do you get along with your Suzuki Off-Road teammates?

We all get along great. They come down to Oklahoma to ride with me. We call my place Cooperland - it's like Disneyland, but of motors. They come down to trail ride and play and have fun. I think I get along with the off-road team better because they're a little older and more relaxed. I did get along with the motocross team, but they were a bit eccentric.

What is your best motocross racing memory?

Well, I don't really want to say memory, because I'm not done racing motocross yet. But so far, I think the 1990 race between Jean-Michel Bayle and myself at Hangtown was great. It was high speed and we were side by side. That was my best National. But my most-favorite all-time race was a local race in the early '80s. A guy named Dennis Daft and I were racing in the Pro class. We were racing for money, but we respected each other. We were racing down this fast straightaway that funnelled into a one-lined turn. One of us was gonna have to give in and let the other guy go or there was gonna be a pile-up. It was so funny because both of us were going to give in and we both hit the brakes at the same time. It almost took us to a crawl before we looked at each other. We were like, 'You go. No, you go ahead.' We had a great laugh after that. I don't even remember what the outcome was. I just remember that. That is what racing is all about - a good time.

Last year you won the World Supercross Championship.

It was a neat thing to win. I think the series will become bigger, in time. I hope they can get it going. Fortunately for me, it was a cakewalk because everyone I was racing against got hurt or sick. It's still a neat thing to have on my mantle, though.

Right now, Jeremy McGrath is thrilling the crowd with his nac-nac aerial maneuver, but we've heard that you also performed the same trick in Europe.

(Laughs) Jeremy came over after the Nationals last year before we went to Europe and he showed me that move. We played and practiced a lot. Then when we went to Europe I beat him in four jump contests by doing that. It was funny because his was much better and smoother than mine, but the crowd went crazy when I did it. I beat him with his own joke. I get along with Jeremy great - I think his attitude is the best. He likes to ride and he has fun. You can watch him race and just tell that he is enjoying himself. I'm not taking anything away from Mike Kiedrowski and Mike LaRocco, but they don't have the right frame of mind to get out there and enjoy it week in and week out. You can't win when you don't enjoy it.

Do you see Jeremy McGrath dominating the supercross series for many years to come? What will it take for him to be beaten?

I think Jeremy has all of those guys - Kiedrowski, LaRocco and Stanton - kinda psyched out. This is only my opinion - but I think if there's someone who is gonna dethrone McGrath, it'll have to be someone new who's just getting into it. If I were going to pick someone, I'd have to pick Damon Huffman or Ezra Lusk. Both of those guys are young, hungry and fast. Huffman has the coolest riding style. It's the most like Ron Lechien's that I have ever seen - very effortless and smooth. I think that he needs to get stronger though. I don't think anyone's going to beat Jeremy for a while, though. I'm glad I'm not racing against him anymore, that's for sure. CN

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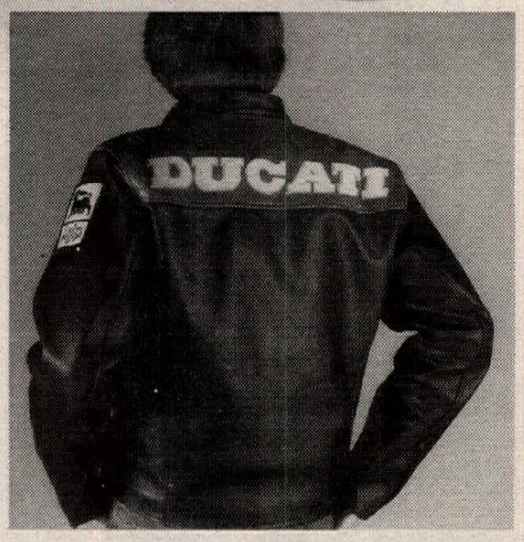

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Round 3/3: Loretta Lynn's Dude Ranch

Smith by inches

By Davey Coombs

HURRICANE MILLS, TN, MAR. 27

It was too close to call - almost. Team Suzuki's Rodney Smith and Team KTM standout Scott Plessinger crashed together in the last turn of the Loretta Lynn National, going down in a heap just a few feet from the finish line. Plessinger, who had been leading, called "Foul!" because it was Smith who initiated the collision and Smith who got to his feet first to take the checkered flag.

Plessinger was understandably frustrated about the whole incident, but the MotoWorld cameras showed that Smith, entering the corner on the outside of Plessinger, was more or less even with the KTM rider when he drove into his inside line. In the words of announcer John Ayers, that gave Smith "fighting rights" for the inside of the corner. Event officials decided to forego handing out any penalties - Plessinger got some outside help to push across the finish line in second - and let the results stand.

"That was obviously a pretty exciting finish," said the victorious Smith from the Suzuki pits. "I got Scott in my sights and then he messed up a little in the last G-out before the finish line. He was on the inside and we were almost side by side. In fact, when we came into the turn I thought I was in the lead. I was already making the turn when he hit me from the side. That's racing. I mean, I didn't even know what was coming. The next thing I knew we were both lying on the ground. I got up first and I got lucky."

"I got a little bobble and some wheel-spin going, down at the bottom of the last hill, but I still had the inside line and I still had the lead," said a flustered Plessinger. "Rodney rammed me right in the side and knocked me down. I don't think he was out of control. The only way he was going to be able to win the race was to ram me and knock me down. I don't feel like I lost; I feel like I should have won the race."

This controversial win marked Smith's second-straight overall victory in the 1994 AMA National Hare Scrambles Series and went a long way towards helping him in the point standings. The event was a combined AMA National Hare Scrambles/Grand National Cross Country Series event, and GNCC Series points leader Fred Andrews, who finished third overall, made a clean break in the point standings from bitter rival Scott Summers. Team Honda's Summers, who entered the Loretta Lynn National tied in GNCC points with Andrews, suffered a broken arm when he crashed while leading in the first hour of the nearly three-hour-long race.

The weekend marked the 12th consecutive year that the central Tennessee Ranch has hosted an off-road national. Unfortunately, the racers were greeted by a steady, day-long downpour that turned the normally fast and competitive track into a complete mess. The trails were practically underwater and bottlenecks formed all over the hilly, nine-mile-long circuit. Course marshals were forced to make several alterations to the trail, but by the end of the day the conditions were only worse.

"What can you do?" questioned the American Suzuki/Cycle Gear/Bel-Ray/FMF/Thor/Dunlop/Smith/Bieffe/Answer/Race Tech/Power Bar/Acerbis/Slavins/100%/DeVol/RK/DG/Braking-sponsored Smith. "It's going to be a wet, muddy day for everyone."

The first turn proved disastrous for local favorite Robert Patterson. The Kawasaki pilot skidded across the front of the AA pack and ended up dead-last, along with off-road newcomer Tom Carson. Patterson had to find his pit crew for new goggles and did not get started again until the second row of Open/250cc A riders was almost upon him.

"I think I had the holeshot going into the first turn, but Rodney came in under me and caught my wheel, so down I went," said Patterson. "I got run over by a bunch of people and I think I might need my arm stitched. I made it about five miles out, but my handlebars were bent, my forks were tweaked and there was no point in going on. I just called it a day."

While Summers, Plessinger and Lancaster Sport Cycles' Duane Conner rode near the front of the pack, Andrews was way in the back after a four-kick start. He battled through the roosts for seventh by the end of the first lap, bringing up the rear of a very tight lead train made up of Plessinger, Kawasaki-mounted Swede Ulf Orrvik, Norton, Summers, Smith and Doug Blackwell.

Three laps into the race, Andrews came out of the woods and into the open motocross area with a four-second lead on Plessinger; Blackwell, Norton and Smith followed a short time later. Both Andrews and Plessinger made their first pit stops at that point and departed for the woods together.

"The water was practically up to your gas tank in some spots," said Andrews of the weather-beaten track. "I was trying to pass people everywhere but it was just black, muddy water. You could hardly see after someone splashed you, and going through a few puddles it practically pulled my feet off the pegs."

(Above) Rodney Smith and his father Elwood await the start. Extremely wet conditions made for a challenging race. (Left) Scott Summers (1N) and Robert Patterson (6N) started out front, but both crashed out of contention. In falling, Summers broke his arm.

"Fred had a real good race going at that point," said Plessinger, who was competing in his first round of the Hare Scrambles Series since suffering an injury in a local Mid-South race. "Up until the second-to-last lap it was really just Fred and I, at least until Rodney came along."

While the crowd watched the lead pack splash by, Summers rode into his pits from an access road, and required help in dismounting from his Honda XR600.

"This is not good. I may have broken my arm," said Summers with a painful expression. "I was going down this whooped-out fire road that was just covered with water. I felt like I was jet-skiing! Anyway, I hit a bump or a rock or something under the water and it catapulted me face-first - and maybe arm-first - into a tree. I was going 35, maybe 40 miles an hour when it happened, so I feel lucky to have gotten away with just a busted arm. Riding was not an option after that."

For the next two laps, Plessinger, Andrews and Smith carried their three-way lead battle away from the pack to

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Tecate 250K Enduro
Tecate, Mexico
March 26, 1994

Overall	
1st Place	Ty Davis
2nd Place	Danny Hamel
3rd Place	Davide Trolli
4th Place	Jimmy Lewis
5th Place	Dana Van Stee
6th Place	Larry Roeseler
Senior	Dick Burleson
Team Competition	Garth Sweetland's Minute

18th Annual Gatorback Nationals Amateur Day
Gatorback Park -Gainsville, Florida
March 5, 1994

Team Green won 10 of 16 classes at this event

65cc 7-11	James "Bubba" Stewart
85cc 12 -13	Matt Walker
Supermini	Ricky Carmichael
125cc 12 -15	Robbie Horton
125cc B	Robbie Horton
125cc A	Kevin Windham
250cc B	Jason Sybert
250/500cc A	Travis Hodges
+25	Kevin Foley
+30	Kevin Foley

GNC Finals
Whitney, TX
March 18 - 20

Mini Mini 6 - 8	James Stewart
Mini Mini Sr 9 - 11	Bobby Bonds
60cc Beginner	Nathan Davenport
Minibike 12 -13	Ricky Carmichael
Minibike Stk 12 - 13	Ricky Carmichael
Minibike Open 7 - 16	Ricky Carmichael
Minibike Sr 14 - 16	Brock Sellards
Minibike Stk 14 - 16	Brock Sellards
125cc Stk Intermediate	Jeff Willoh
125cc Intermediate	Billy Akers
125cc Open	Robbie Horton
125cc Expert	Kevin Windham
250cc Beginner	John Sheffield
250cc Intermediate	Jeff Willoh
250cc Stk Intermediate	Jeff Willoh
250cc Open	Sean Perolio
250cc Expert	Kevin Windham
+25 Novice	Mickey Pizzitolla
+30 Novice	Mickey Pizzitolla
+25 Expert	Dennis Hawthorne
+30 Expert	Dennis Hawthorne
+40	Gary Beam
Women	Kristy Shealy

Mickey Thompson Arenacross
Arrowhead Pond of Anaheim
March 25, 1994

250cc Main Event	
1st Place	Jeff Ward
2nd Place	Jimmy Gaddis
3rd Place	Pedro Gonzales
125cc Main Event	
1st Place	James Dobb

Mickey Thompson Arenacross
Arrowhead Pond of Anaheim
March 26, 1994

250cc Main Event	
1st Place	Jimmy Gaddis
125cc Main Event	
1st Place	Jimmy Gaddis

Tecate finish is clearly a Ty.

Tecate, Mexico
March 26, 1994

It's ranked among the toughest 250K enduros on the continent. And Team Green's Ty Davis left no doubt who was in control. His decisive victory capped a Kawasaki sweep of the first half-dozen places, including a strong second by teammate Danny Hamel and a first four-stroke, sixth-overall finish for Larry Roeseler on the new KLX250R. Proving that no matter where they finish, Kawasaki riders are first in the dirt.

Windham & Willoh drain Lake Whitney.

Whitney, Texas
March 18-20, 1994

Kawasaki's rivals got hung out to dry at the GNC International Motocross Finals at Lake Whitney Cycle Ranch. Team Green's Kevin Windham dominated the Expert classes, while teammate "Jammin'" Jeff Willoh took three Intermediate championships. And Ricky Carmichael took maximum honors in mini. Throughout the weekend, Team Green riders turned up the heat. And the competition simply evaporated.

Besides their winning bikes, Kawasaki riders share other green commodities-cash and track-side support. In addition to putting up more than $2.6 million in contingency money, Team Green provides Off-Road Racing and Amateur Motocross rider support, track-side technical service and emergency track-side parts support at over 300 events per year. For details, see your local Kawasaki dealer.

Kawasaki

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Round 3/3: Loretta Lynn's Dude Ranch

settle the overall winner amongst themselves.

"I caught the leaders with about two laps to go but I had to stop for goggles on the white flag," said Smith. "I couldn't make up my mind whether I wanted to do that or not, but I figured I might need fresh goggles if anyone got to battling with me."

Plessinger snatched the lead back from Smith at that point, but Smith was soon in the lead again. For the next five or six miles, Smith led Plessinger and Andrews, who was dealing with a sputtering motor. Then Smith's lead disappeared when he crashed in one of the countless waterholes.

"Scott and Fred both got back around me and I figured that it was over," admitted Smith. "I told myself, 'Hey, you gave it your best shot but it just didn't work out.' I still kept my pace up and then Fred got stuck on a hill and I was back up in second."

Andrews was making a short uphill climb when he became entangled with a struggling lapper. It opened the door for both Plessinger and Smith to motor by, and dropped Andrews from overall contention.

"I only had two more hills left to climb for the finish line and I would have won," said the defending GNCC champ of his mistake. "I feel like I gave this race away, just like I did at the opener in Florida when my brakes went away."

Andrews' misfortune, combined with Smith's earlier crash, should have been a race-clinching gift for Plessinger.

"Rodney was winning but he crashed right in front of me with two miles to go," said Plessinger. "I had to stop to get around him. Then I pushed it pretty hard until I started to run out of gas." Due to the wet and muddy conditions, Plessinger had to slow considerably to find and work the petcock of his tank, to switch to reserve. That provided the opening Smith needed to get close enough for one last rush for the win. He took his shot in the last corner, triggering the collision and ensuing scramble that settled this race once and for all.

"I don't know if Rodney's bike was on me or just Rodney was on me," said Plessinger. "I got back up fast and I had to push Rodney over, out of the way. I picked my bike up but I knew it wasn't going to start. I don't know if he ripped the gas line off when he ran into me or what, but as soon as he rammed me it died." Plessinger pushed as fast as he could but Smith was able to refire his Suzuki and blast over the last few feet of the course to take the checkered flag first.

Andrews, on cruise mode, checked in about a minute later, followed by Norton on the KX125 and fellow Kawasaki rider Blackwell. CN

(Right) Runner-up Scott Plessinger was leading in the final turn, but came out on the short end of a clash with Rodney Smith. (Below) Fred Andrews lost the lead less than one mile from the checkered flag.

Loretta Lynn's Dude Ranch
Hurricane Mills, Tennessee
Results: March 27, 1994

O/A: 1. Rodney Smith (Suz); 2. Scott Plessinger (KTM); 3. Fred Andrews (Yam); 4. Thomas Norton (Kaw); 5. Doug Blackwell (Kaw); 6. Ulf Orrvik (Kaw); 7. Scott Phelps (Yam); 8. Tom Carson (Hon); 9. Jason Dahners (Hon); 10. Tim Shephard (Yam); 11. Martin Kehlmeier (KTM); 12. Leigh Letellier (KTM); 13. Gary Roach (KTM); 14. Dwain Miller (Suz); 15. Daryl Conner (Yam); 16. Michael Cornett (Yam); 17. Terry Gilliland (KTM); 18. Patrick Garrahan (Kaw); 19. Steve Leivan (Yam); 20. Jeff Lauth (Kaw).

PRO O/A: Smith; 1. Plessinger; 2. Andrews; 3. Norton; 4. Blackwell; 5. Ulf Orrvik (Kaw).

OPEN A: 1. Shawn Brell (Yam); 2. Chris Caplinger (ATK); 3. Richard Bryan (KTM); 4. Bill Cavanagh (Kaw); 5. Carl Ennis (Yam).

250 A: 1. Scott Phelps (Yam); 2. Tim Shephard (Yam); 3. Martin Kehlmeier (KTM); 4. Dwain Miller (Suz); 5. Michael Cornett (Yam).

200 A: 1. Daryl Conner (Yam); 2. Jeff Lauth (Kaw); 3. Joshua McLevy (Kaw); 4. Anthony Glasso (Suz); 5. Ryan Campbell (Yam).

4-STRK A: 1. Jeff Fredette (Kaw); 2. Ralph Thorn (Hon); 3. Shawn Busch (Hon); 4. Kenny Satterfield (Hon); 5. Daryl Gaitan (Hon).

VET A: 1. John McMahon Jr. (Hon); 2. Rick Wiles (Yam); 3. Vance Earl (Yam); 4. Dallas Mayer (Yam); 5. Donald Lee Atkinson (Kaw).

SR A: 1. Terry Mealer (Yam); 2. Alan Brutto (Kaw); 3. Paul Michels (ATK); 4. John Gallagher (KTM); 5. Galen Campbell (Kaw).

S/SR A: 1. Harry Greenlee (Yam); 2. Ted Kilvington (Kaw); 3. John Giles (Suz); 4. Willard Root (ATK); 5. Dave Coombs (Yam).

OPEN B: 1. Brian Sovak (Hon); 2. David Gaitan, Jr. (Hon); 3. Elmar Kruza (KTM); 4. Preston Sullens (KTM); 5. Neal Singleton (KTM).

250 B: 1. Darius Lattea (Yam); 2. Lance Holmes (Kaw); 3. Tony Taraborrelli (Yam); 4. Taras Massey (Kaw); 5. Marty Schrauben (Yam).

200 B: 1. Robert Thompson (Kaw); 2. Clint Robinson (Kaw); 3. David Wilfong (Yam); 4. Pat Fox (Kaw); 5. Jim Jarrett (Yam).

4-STRK B: 1. Mark Martin (Hon); 2. Timothy Harmon (Hon); 3. Barry Barnes (Hon); 4. Phillip Barker (Hon); 5. Cody Maxwell (Kaw).

VET B: 1. Randy Mansberger (KTM); 2. Theodore Zak (Yam); 3. Troy Schlereth (Hon); 4. Ricky Miller (Yam); 5. Steve Cooke (Yam).

SR B: 1. Richard May (Yam); 2. Ronnie Hackett (Suz); 3. David Dehner (Yam); 4. Louis Dearman (Yam); 5. Larry Bollinger (Yam).

S/SR B: 1. William Miller (Suz).

125/200 C: 1. Dana Miller (Kaw); 2. Richard Wilson (Kaw); 3. Jeremy Berwanger (Yam); 4. Justin Meyers (Hon); 5. Doug Bulach (Kaw).

250/OPEN C: 1. Kevin Wright (Suz); 2. Frank Anello (Yam); 3. Lance Smith (Kaw); 4. Robert Morris (Suz); 5. Jeff Reeves.

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (After 3 of 9 rounds): 1. Rodney Smith (73/2 wins); 2. Tom Norton (57); 3. Scott Summers (46); 4. Randy Hawkins (30/1); 5. Scott Plessinger (25).

GNCC SERIES POINT STANDINGS (After 3 of 12 rounds): 1. Fred Andrews (56/1 win); 2. Thomas Norton (51); 3. Scott Summers (38); 4. Scott Plessinger (35); 5. (TIE) Doug Blackwell/Larry Roeseler/Steve Hatch (31); 8. Kelby Pepper (26); 9. Scott Phelps (25); 10. Tim Shephard (23); 11. (TIE) Guy Cooper/Rodney Smith (20/1); 13. Craig Jones (18); 14. Gene Onail (16); 15. (TIE) Gary Roach/Ulf Orrvik (15); 17. (TIE) Randy Hawkins/Tom Carson (13); 19. (TIE) Jason Dahners/Steve Arthur (12).

Briefly...

GNCC Series points leader **Fred Andrews**, National Enduro Series leader **Steve Hatch**, and National Hare Scrambles Series leader **Rodney Smith** spent the week before the Loretta Lynn National together at Guy Cooper's ranch in Oklahoma. "We rode and played together all week long," said Andrews, who added that Suzuki's **Randy Hawkins** and **Mark Hyde** were also on hand. "It was great being there with everyone because we were all riding bikes and racing go-karts and playing basketball and just doing whatever. Guy was only there with us at 'Cooperland' for the first day, then he had to go to California to help with a riding school. He jumped that big 150-foot double everyone's been talking about. When he did it the second time, he did one of those Jeremy McGrath step-offs. It's so far, it's unbelievable!" Obviously Cooper has yet to bulldoze the obstacle, as Suzuki boss **Mike Webb** recently requested.

Long-time pro motocrosser **Tom Carson** made his GNCC off-road debut at Loretta Lynn's on a Honda Of Troy CR250. "This is the first woods race I've done in three or four years," said Carson, a native of Ohio and the latest pro motocrosser to enter the world of woods racing. "It looks like this is the next logical thing for me to do. I'm getting older and I'm not as much into double- and triple-jumps as I used to be. I used to be the first guy to jump anything on the track, but now I seem to be the last guy to try anything. Believe me, the older you get, the bigger those triple jumps look." The 33-year-old Carson, who was issued his first pro card in 1982, has a deal with Honda Of Troy's Phil Alderton to compete primarily in the woods for the rest of '94. After crashing in the first turn of the race at Loretta Lynn's, Carson played catch-up all day long, before settling for eighth overall.

Team Green's **Doug Blackwell** arrived in Tennessee with a hand-made over-sized gas tank strapped on his Kawasaki KX250. Blackwell made the aluminum tank himself over the course of three days. "There's a lot of man hours in this tank," said Blackwell. "Maybe 30 hours to save myself 10 seconds in the pits today!" The tank holds 3.4 gallons of fuel, enough to make the approximately three-hour-long GNCC runs with just one pit stop. "I put a dry-brake system into the design," added Blackwell. "That way I can have an even quicker stop, NASCAR-style."

The three cousins that make up **Team Gaitan** of Georgia - David and Daryl Gaitan, and Paul Stoop - all switched during the off-season from Husqvarna four-stroke motorcycles to Honda XRs. According to David Gaitan Sr., the family wanted to switch over to show their support of Honda hero Scott Summers. "Last year Scott and his mechanic Fred (Bramblett) carried one of my boy's bikes all the way out to Arizona in their box van so he could ride the last National Hare Scrambles," said Mr. Gaitan. "We buy at least six motorcycles a year and we thought it might be a nice gesture to Summers if we went with Honda this year. The Hondas are good bikes, anyway, and we were able to hook up with Honda of Troy for the year." **Daryl Gaitan** is currently leading the points standings in the Four-Stroke A class in both the GNCC and National Hare Scrambles Series.

"The 125 is the ticket for me," admits Team Mirage's **Tom Norton**. "I tried a 250 in '91 and '92 and I went right down the tubes. Now I'm back on a Kawasaki KX125 and I feel like I can compete with anyone. I'm second in both series right now and I feel like I can win some races before the year is over." Norton added that he quit his regular job after Christmas to devote his efforts to off-road racing full-time in '94. "Almost all of these other guys I'm racing with are doing it full-time, so if I'm going to compete for a title I'm going to have to put just as much time in at this office as they do."

Norton proved himself a prophet when he mentioned before the race that, "Summers and Andrews have been going ballistic. Sooner or later (they are) going to kill themselves." Summers broke his right arm while racing down a fast, puddled straight in the first hour of the race. As Norton might have guessed, Summers was dueling with Andrews at the time.

Swedish import **Ulf Orrvik** surprised many off-road fans when he completed the first lap of the Loretta Lynn National in second place. The Team Green-supported Orrvik, 28, has been in the States for the last six weeks in order to prepare for his own country's regular national series. "There is so much snow and ice there that I cannot ride at all," said Orrvik, who is staying with Doug Blackwell's family in West Virginia. "I told the people at Team Green that I would like to ride in America for two months and they said the best place to get in shape and ride with the fastest would be in cross country and hare scrambles." Orrvik was put in touch with Blackwell and together they travelled to the first three rounds. In Tennessee, Orrvik secured his best finish yet, scoring sixth overall.

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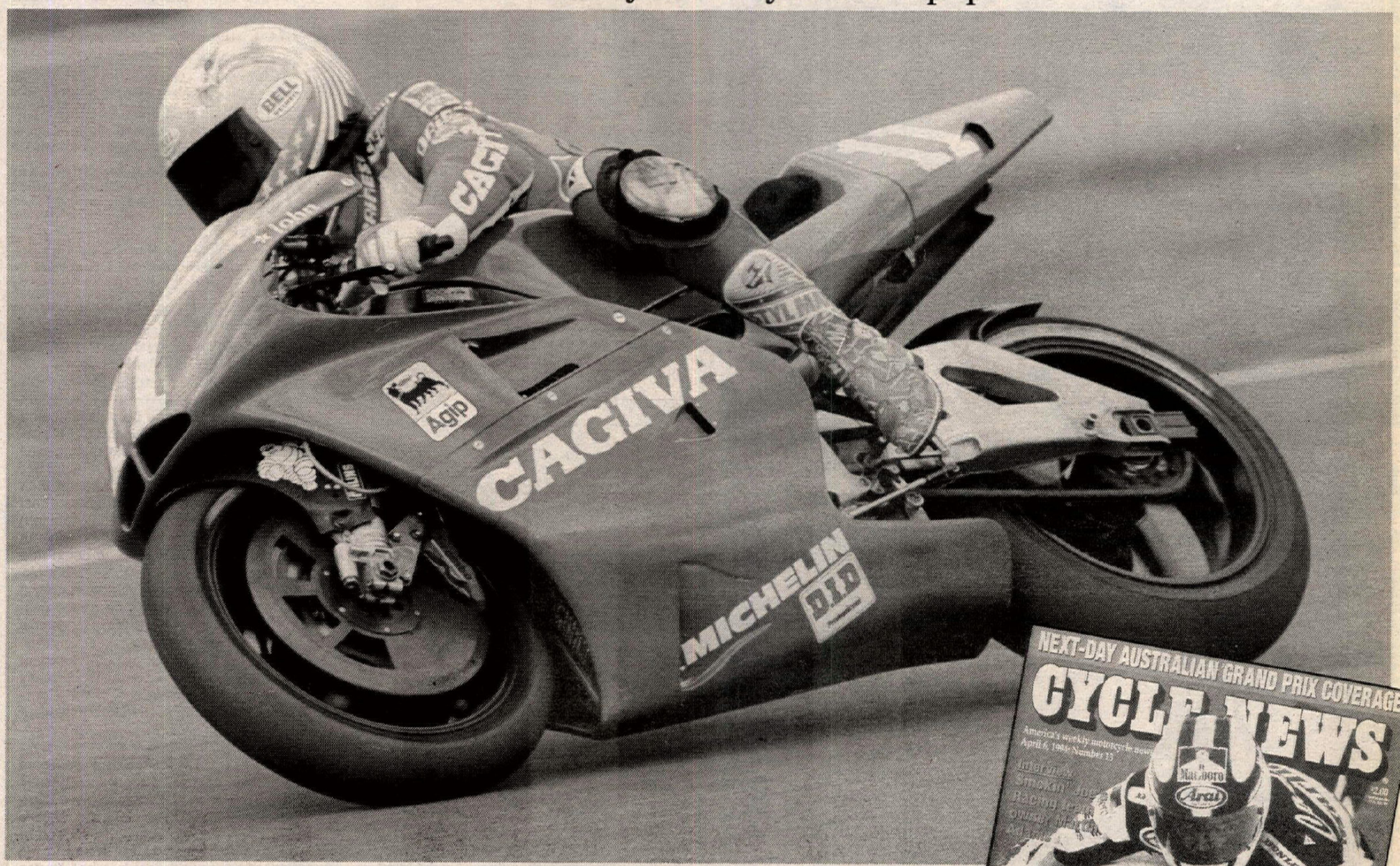

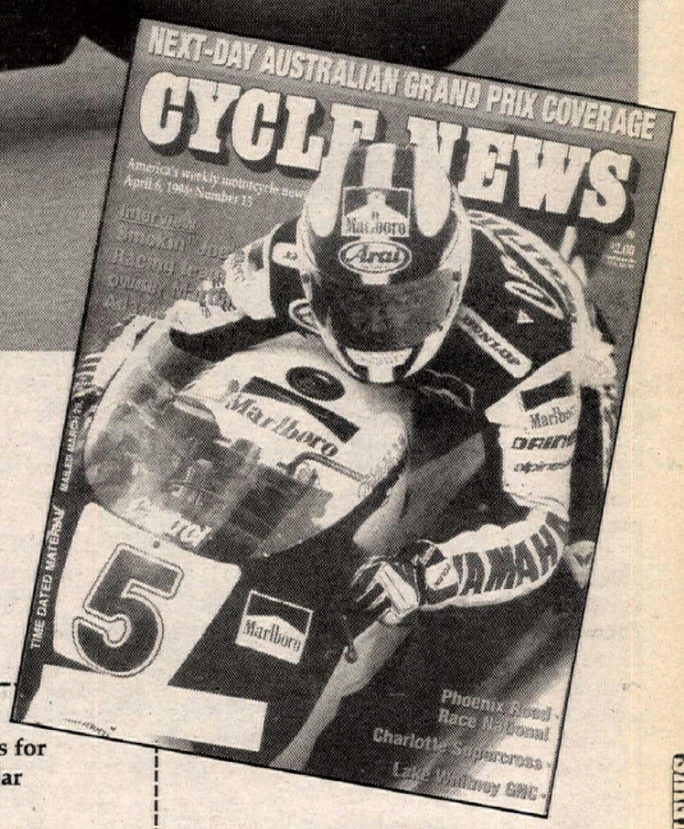

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Round 3: Bell Ranch

Hatch breaks out in Texas

By Davey Coombs
File photos by Steve Berkner

TURKEY, TX, MAR. 27 American Suzuki's Steve Hatch without a doubt established himself as the man to beat in the 1994 AMA National Enduro Series, winning the third round at Bell Ranch in Texas by the narrowest of margins. Hatch edged Suzuki teammate and five-time National Enduro Champion Randy Hawkins on emergency seconds after each finished the run with a total drop of six points. But Hatch won the enduro, dubbed the Caprock Canyon National, by 25 seconds on the tie-breaker.

Team KTM's Jeff Russell finished another point down in third, while CRE-mounted Kevin Hines and KTM-equipped Josh Whitaker rounded out the first five overall.

"This is the first time I've ever been in the lead at this point in the series," said Hatch, a resident of Ithaca, New York. "I'm usually a slow starter. I feel really good about my chances right now; better than I ever have, really."

As for his quick start in the series - Hatch has won two of the first three rounds - the Suzuki pilot credits his temporary change of address during the off-season for his recent success. "I guess the biggest asset was practicing in California with Rodney Smith for the last few months. With the winters so tough in New York, going out there for three months gave me confidence to start 100% instead of waiting six months to find my rhythm and my confidence."

Hatch was the star of a field of approximately 250 riders that attended the third National enduro of the season, which was run with great acclaim by the Post Enduro Association. The enduro was located in the middle of the northern part of the panhandle of the Lone Star State. The course totaled approximately 125 miles, without resets. The enduro started at 8:00 a.m. and was over close to 3:00 p.m.. Although the event was on the dry and dusty side, most riders agreed that the organizers went out of their way to make the run an enjoyable and spectator-friendly event.

"They held a youth enduro on Saturday along with a grand-prix-style race. It was really neat because most of the mechanics got in on the GP race and it was fun to let those guys ride for a change," said Hatch, who lists his sponsors as American Suzuki, Moose Racing, Trelleborg Tires, Cycle Gear, Bieffe Helmets, Smith Goggles, FMF, RK Chain, Uni-Filter, Jerry Bernardo, the Bad Betty Squadron, Sunoco Racing Fuel, Answer Pro-Taper bars, AlpineStar, Acerbis, 100%, Bel-Ray, Power Bar, Ceet, Motion-Pro, JT Sprockets, Works Enduro Rider and Link Racing. He also mentions that his mechanics are Joe Shedron and Dan Fuller.

(Far left) Steve Hatch won his second National in three tries, extending his advantage in the points race. (Left) Defending Champion Randy Hawkins had the same score as his teammate Hatch, but finished second on tie-breaker points.

"I thought the trail was a little dusty, but it was pretty good enduro otherwise," added Team KTM's Russell, who is now third in the AMA National Enduro rankings. "They didn't have a lot of land to ride on, so they had to run stuff twice. That made it like baking powder the second time around. I had to go through three filters. Every time we stopped for gas it was for a filter, too, but for the western part of Texas I thought it was a pretty good event. I thought they did a good job with the canyons and all that. It was by no means a desert race." Moose Racing, Scott, Dunlop, KTM, Arai, EK and DuraLube are among Russell's sponsors.

The trail featured numerous speed changes, which tripped up several riders. Throughout the day Hatch and Hawkins were joined at the top of the charts by Russell, Hines, Team KTM's Kelby Pepper and Whitaker, a one-time member of the Junior Trophy team at the ISDEs. Pepper suffered the worst luck of the bunch, fouling a plug in a special test section and scoring a four where most of the top riders zeroed. Russell was also beset by mechanical strife.

"I had brake problems for most of the day, maybe because of the dry weather," figured Russell. "The brakes were getting air in them somehow and they were going away on me. I got really lucky when they threw one section out because the checks were too close together. That worked out to my advantage because I had the worst of my brake problems in that section. I mean, I had an 11, which would have cost me a couple points on Steve and most everyone else."

The race between Hatch and Hawkins was all but decided in one particular special test area that lasted three miles.

"The very last one was made to be exciting," said Hatch. "It was a three-mile grass track with a dead-engine start. Everyone just floored it for three miles. We went one at a time: Hines hit 1.16, J.R. came in around 1.10, Randy and Kelby around 1.03; I was the last to go through and I hit it at .59, and just barely made it. It was great because everyone was watching.

"My day was outstanding," added Hatch, who was celebrating his sixth AMA National Enduro overall victory in just over three years on the National circuit. "I was smooth and focused and it came out the way I envisioned. The last round of the series in California went well, but it had some ups and downs for me and I only managed sixth. I was ready to get back into the top three today, and finishing first was perfect."

"Considering all the problems I had, I feel really lucky to have finished third," said Russell, a native of Ohio who now makes his home in West Virginia. "But if I'm going to win the championship again, I'm going to have to win some races. It looks like Steve's the man to beat right now." CN

Turkey, Texas
Results: March 27, 1994 (Round 3 of 9)

O/A: 1. Steve Hatch (Suz) 6.34 points; 2. Randy Hawkins (Suz) 6.59; 3. Jeff Russell (KTM) 7: 4. Kevin Hines (CRE) 8; 5. Josh Whitaker (KTM) 8; 6. Kelby Pepper (KTM) 9; 7. Alan Randt (KTM) 10.129; 8. Matt Stavish (KTM) 10.216; 9. Kevin Davis (Hon) 11.107; 10. Terry Cunningham (Yam) 11.122; 11. Haydin Franklin (KTM) 11.170; 12. Chris Willbanks (Hon) 11.205; 13. Danny Vigil 12.212; 14. Rick Higgins 13.170; 15. Nolan Knight 13.205; 16. Mike Collins 13.246; 17. Brian Storrie 14.176; 18. Ken Giles 14.221; 19. Bob Bennett 15.234; 20. David Koontz 15.269.

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 3 of 9 rounds): 1. Steve Hatch (75); 2. Jeff Russell (61); 3. Kevin Hines (CRE); 4. Kelby Pepper (57); 5. Randy Hawkins (43).

Upcoming rounds:
Round 4 - Perkinston, MS, May 1
Round 5 - Wrentham, MA, June 5

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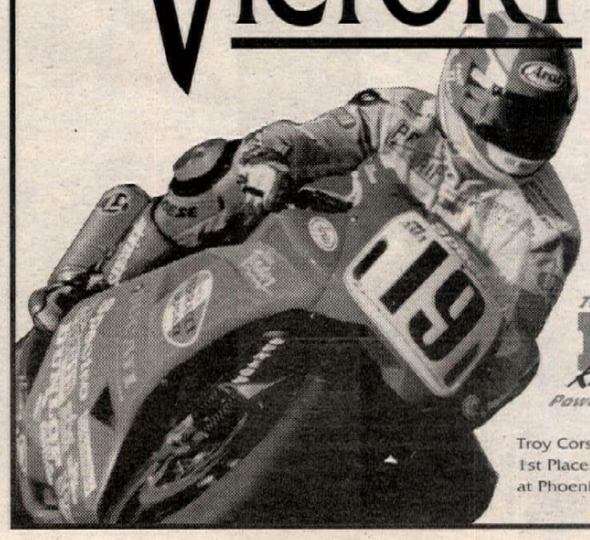

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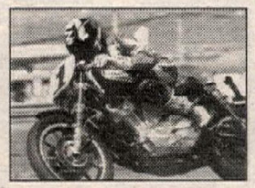


Scott Zampach, 1st Place: Harley Twin Sport Series at Phoenix

Troy Corser, Fast By Ferracci, 1st Place: U.S. Superbike Series at Phoenix

Erion Racing, 1st Place: Unlimited Team Challenge at Phoenix

Davis snaps L.R.'s streak

By Chris Jonnum
Photos by Tommy Thrailkill

EL TESTERAZO, B.C., MEXICO, MAR. 26

The day before the Tecate Enduro Larry Roeseler hosted a clinic for riders interested in honing their riding skills. And if anyone was silly enough to question the off-road legend's ability as an instructor - those doubts were completely erased one day later. Did L.R. continue his Tecate dominance with yet another victory at the infamous event? No, riding a Kawasaki KLX250 four-stroke, he finished a respectable sixth overall, but the rider who *did* win was Roeseler's number-one pupil, Kawasaki Team Green cohort Ty Davis. Davis may not have been a student in Roeseler's Friday class, but it's a well-known fact that he's been getting "private lessons." Judging by his performance in the Tecate, Roeseler must be a very good teacher, indeed.

"I almost got Larry last year but I got a flat,'" said the Team Green/Fox/Shoei/FMF/Smith/Acerbis/CTi/Foes Fab/Endura/LR Racing/Color Crazy/Dunlop/Kevco Stubbs/Maxima/Multi Air/CR Racing/Braking/Pro Taper/Tsubaki/Scotts/BLT/MMF-sponsored Davis. "He was a little bummed, but he's really cool about it. We don't get mad when the other guy wins or anything."

Last year's event was the most brutal in years, but the hosting Los Ancianos M/C decided to ease up a bit for '94. The trails were as tiring as ever, but a liberal use of resets kept the riders from carrying points. Rain soaked the course in the days leading up to the event, but the sun emerged on race day, leaving awesome conditions and no dust. Despite the recent Colosio assassination and the fact that a National Enduro was being held the same weekend, attendance was only five riders down from last year, with 141 participants on hand. Even with the changes, no one was heard complaining about the ride being too "easy," and only 72 riders completed all three loops (Seniors and Super Seniors had the option of quitting after two loops).

At the end of the first loop, Davis had dropped a total of four points, the same as National Hare & Hound Champion Danny Hamel, Italian off-road hero Davide Trolli and Dana Van Stee. Trolli was competing in his first-ever American-rules enduro, and was riding on the same minute as Hamel.

On loop two, Davis began to dominate, dropping just three points, compared to the next-closest score of eight turned in by

(Above) Ty Davis scored his first Tecate Enduro win with plenty of room to spare. His closest rival was 11 points off his pace. (Left) Davide Trolli (314) and Danny Hamel (313) enter a loop-three checkpoint. The two rode most of the 125-mile-trail this far apart, and had only a one-second differential in their scores.
(Below left) Larry Roeseler ran out of fuel, but still finished sixth overall aboard a KLX250. (Below) Riding a DR350, Guy Cooper won the Open division and was eighth overall.

Past Tecate winners

1973	Bill Menchen	Husqvarna
1974	Bob Steffan	Bultaco
1975	Ron Bishop	Rokon
1976	Ron Bishop	Rokon
1977	Malcolm Smith	Husqvarna
1978	Jack Johnson	Husqvarna
1979	Bob Brooks	Suzuki
1980	Robert Popiel	Husqvarna
1981	Robert Popiel	Husqvarna
1982	Chip Howell	Yamaha
1983*	Rick Johnson	Yamaha
1984	Larry Roeseler	Husqvarna
1985	No Enduro	
1986	Dave Bertram	Husqvarna
1987	Randy Hawkins	Husqvarna
1988	Kevin Hines	KTM
1989	Larry Roeseler	Kawasaki
1990	Larry Roeseler	Kawasaki
1991	No Enduro	
1992	Larry Roeseler	Kawasaki
1993	Larry Roeseler	Kawasaki
1994	Ty Davis	Kawasaki

* Grand Prix

Hamel and Trolli. After the traditional Mag 7 lunch stop, Davis raged through the third and most difficult loop with just three points dropped. This gave him an impressive 10-point total, and a comfortable margin over second place. That position was shared by Hamel and Trolli, who again posted identical nine-point scores. Hamel got the nod on tie-breaker points, but not by much. After 125 actual miles, his margin over minute-mate Trolli was a scant one second!

"It went pretty good," said Hamel, who dropped 21 points. "Trolli is fast! He was right on my butt the whole time, and I even let him lead a couple times. He's going to be good."

During one of the instances when Trolli led Hamel, the Italian burned a check by a minute. Had he zeroed the check, his total would have been just 19, and he'd have edged Hamel for the runner-up spot. In addition, Trolli had stopped to help his teammate at one point, when Hamel ran out of fuel.

"This is very different from European enduros," said Trolli. "It seems strange to me but I'm happy, because I stayed right with Hamel all day and he's a very good rider. I would have preferred more rocks." CN

Tecate 250 K Enduro
El Testerazo, B.C., Mexico
Results: March 26, 1994

O/A: 1. Ty Davis (Kaw) 10 points; 2. Danny Hamel (Kaw) 21; 3. Davide Trolli (Kaw) 19; 4. Jimmy Lewis (Kaw) 24; 5. Dana Van Stee (Kaw) 24; 6. Larry Roeseler (Kaw) 27; 7. Jim Gray (KTM) 28; 8. Guy Cooper (Suz) 36; 9. Scot Harden (KTM) 36; 10. Marty Walden (Hon) 37; 11. Grant Palenske (Yam) 39; 12. Garth Sweetland (Kaw) 41; 13. Robb Mesecher (Kaw) 45; 14. Jeff Healy (Hon) 47; 15. Paul Krause (Kaw) 47; 16. Dave Wood (Kaw) 52; 17. Michael Callaghan (Hon) 55; 18. Spencer Bloomer (Kaw) 59; 19. John Flores (Kaw) 60; 20. Dick Burleson (Kaw) 60.

125: 1. Jimmy Lewis (Kaw); 2. Mark Miller (Kaw); 3. Cliff Cook (Kaw); 4. Mike Colvin (Hon); 5. Tom Omasta (Hus).

250: 1. Ty Davis (Kaw); 2. Danny Hamel (Kaw); 3. Davide Trolli (Kaw); 4. Dana Van Stee (Kaw); 5. Larry Roeseler (Kaw).

OPEN: 1. Guy Cooper (Suz); 2. Garth Sweetland (Kaw); 3. Michael Callaghan (Hon); 4. Mark Duval (Hon); 5. Kevin Fisher (Kaw).

VET: 1. Scot Harden (KTM); 2. Marty Walden (Hon); 3. Grant Palenske (Yam); 4. Dave Wood (Kaw); 5. Bill Berroth (Kaw).

SR: 1. Dick Burleson (Kaw); 2. Curt Insley (Hon); 3. Bob Schafer (Yam); 4. Terry Davis (Kaw); 5. Dave Russell (Hus).

S/SR: 1. Bob Stouffer (KTM); 2. Mike Harper (Hus); 3. Bill Rychlik (Yam); 4. Max Switzer (KTM); 5. Bob Maynard (Kaw).

TEAM: 1. Pat Duncan (KTM)/Garth Sweetland (Kaw)/Sam Rames (Hon)/Mark Miller (Kaw).

Briefly...

Off-road "rookie" **Guy Cooper** competed at Tecate, taking a Suzuki DR350 to the Open-class win and eighth overall. Cooper had a humorous moment while checking in the day before the enduro. "I walked up and they said, 'Hello Mr. Cooper, here are your raffle tickets and score cards. Please sign the waiver list right here.' I didn't know who anybody was, but I said 'Thanks,' and started signing my name. Then the next person in line comes up and they go, 'Last name, please?' 'Roeseler,' the guy answers." Cooper was riding the event for the first time, while Larry Roeseler has won five times.

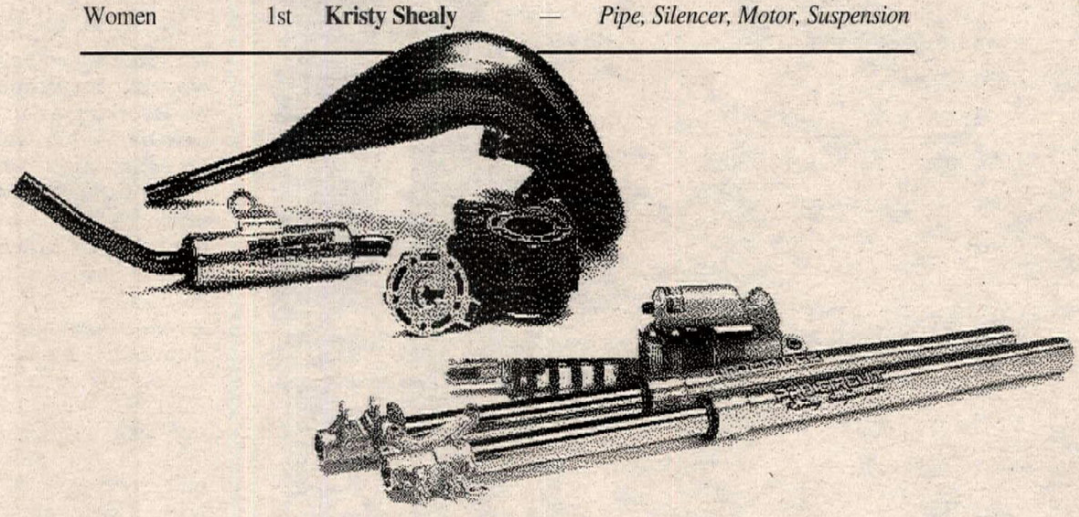
As is usually the case after the Tecate, most riders were content to spend the following day in bed, or at least nowhere near a motorcycle. Not so with **Davide Trolli**. The Kawasaki Team Green rider "recuperated" by competing in the Prairie Dogs Grand Prix at Glen Helen Raceway in San Bernardino, California, where he crashed at high speed while leading his class. Apart from an ugly-looking bruise and some scrapes to his rib area, Trolli was uninjured.

This marked the first Tecate Enduro where a father and son both trophied. **Ty Davis** of course took the overall, while his father **Terry Davis** - owner of Terrycable - was fourth in the Senior division.

Winning Isn't Everything. (Just Kidding)

Listed below are a few of the riders who know a thing or two about winning. Using Pro Circuit pipes, silencers, suspension, motorwork or all-of-the-above, they cleaned up at the **GNC Lake Whitney Finals.** From Pros to Mini riders — Pro Circuit has got you covered. But don't take our word, check out the results . . . if not, you're just kidding yourself.

125 Pro	1st	**Kevin Windham**	—	*Pipe, Silencer, Motor, Suspension*
250 Pro	1st	**Kevin Windham**	—	*Pipe, Silencer, Motor, Suspension*
12-13 Mini Mod	1st	**Ricky Carmichael**	—	*Pipe, Silencer, Motor, Suspension*
	2nd	**Jiri Dostil**	—	*Pipe, Silencer, Motor, Suspension*
12-13 Mini Stock	1st	**Ricky Carmichael**	—	*Suspension*
	2nd	**Jiri Dostil**	—	*Suspension*
	3rd	**Jacob Martin**	—	*Suspension*
14-16 Mini Mod	1st	**Broc Sellards**	—	*Pipe, Silencer, Motor, Suspension*
	2nd	**Caleb Leath**	—	*Pipe, Silencer, Motor*
14-16 Mini Stock	1st	**Broc Sellards**	—	*Suspension*
Super Mini	1st	**Ricky Carmichael**	—	*Pipe, Silencer, Motor, Suspension*
	2nd	**Broc Sellards**	—	*Pipe, Silencer, Motor, Suspension*
	3rd	**Caleb Leath**	—	*Pipe, Silencer, Motor*
Over 30 Exp	2nd	**Kent Howerton**	—	*Motor, Suspension*
Over 25 Int	1st	**Shane Wills**	—	*Pipe, Silencer*
Over 30 Int	1st	**Shane Wills**	—	*Pipe, Silencer*
Women	1st	**Kristy Shealy**	—	*Pipe, Silencer, Motor, Suspension*



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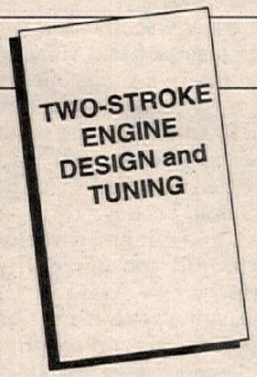

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WHERE ARE THEY NOW? | Former MXer Danny Chandler

He's still "Magoo"

A little over eight years ago, the career of one of this country's greatest motocross racers came to an abrupt end. The accident came at a time when Danny Chandler was on top of the world, fulfilling his dream of chasing the 500cc World Motocross crown. He had just signed a three-year contract with Kawasaki, and was confident in his ability to become the next 500cc World Champion.

Chandler's accident shattered those dreams and put him in a wheelchair, but "Magoo" didn't give up. He has simply shifted his goals, which he now pursues with as much competitive spirit as he once displayed on a bike. We recently got the chance to sit down with Chandler in his Northern California home, to talk about his life, old times, and what he's been doing for the past eight years. As could be expected, "Magoo" was as candid as ever.

By Jack Nabors

How do you feel, knowing that after not racing for eight years, people still talk about you and wonder how you're doing?
It's nice to know that many of my fans out there - some that I know personally, and some that I don't - really care and still think about me. It helps to restore my faith in people. I believe that how you treat people eventually comes back to you. I always tried my best to be kind to all my friends and fans, and because of that, many of those same people still care about me today. That's a great feeling.

How did you get the nickname "Magoo?"
That was along time ago. I was just a kid, and my dad thought I looked like Mr. Magoo, the cartoon character. So he began calling me "Magoo" and it just stuck.

What prompted you to begin riding, and then to move on to motocross racing?
My dad was the person who inspired me to begin riding dirt bikes. When I was about two years old, my dad was working for Branack and Tiegert. He was working as an oiler, at a number of new dams that were being built in the Foresthill area. And the quickest way for him to get to the job site was on a motorcycle. So he bought one, and began riding to work, as well as riding in the hills on his days off. After a while, he decided to give racing a try, and he loved it. Soon after that, my mom began riding, and by the time I was four, we were going on family rides almost every weekend. When I was about six, I got a minibike and began riding. I eventually heard of other kids in our area who had bikes, and were doing a lot of riding. So I began racing my dad and their dads, in the hills around Michigan Bluff. Before too long, I was smoking them all. Then one day when I was about nine, my dad said to me, "I don't believe there is anyone around who can beat you." So I went to my first minibike race and won.

I raced off and on for the next three years, winning all 15 races that I entered. Then in 1972 when I turned 12 years of age, my dad bought me a 250 CZ. I went to a District 36 motocross, lied about my age, and began racing in the 250 Novice class. Then I was off and running!

In your early years of racing, was there any rider that you admired, or patterned yourself after?
Yeah, Brad Lackey was my idol. He was awesome. He was fast and I liked that. Since he was riding a CZ at the time, I had to have a CZ, too. I felt that to be fast like him, I had to have the same helmet, and racing gear as well, so I got that also. I remember everything had to be like "Bad" Brad Lackey.

Looking back on your entire motocross career, how would you describe yourself as a rider?
If you can imagine road racing on the dirt (with) high speeds and rough tracks - that's me! I would love for all motocross tracks to be 100 mile-an-hour race tracks. As a rider, I love to go fast!

What were some of your career accomplishments in the United States and in Europe?
I won six Northern California Golden State titles. In 1982, I won the Superbikers GP, the U.S. 500cc Motocross GP at Carlsbad, and the Motocross and Trophy des Nations in Europe, where I won all four motos. I also finished third in the 500cc Nationals one year, and won the 500cc class at Hangtown in 1983.

You had many great races during your racing career. What are some of your most memorable events, and which of your many rivals stand out the most?
The most memorable races would be the 1982 Superbikers GP, and the 1982 Motocross Trophy des Nations In Europe. There were riders from all over the world racing in those races, and I felt honored to be representing the United States. And when I won them both, it was an awesome experience. In the United States, the most memorable race would be the Wilseyville Hare Scrambles every November. It was always challenging and demanding, even for the experts and professionals. What really made it tough though, were the other racers. I was always racing against guys like Brad Lackey, Danny Turner, Darrel Shultz and Billy Grossi. They were so fast, I always had to ride my best. The only bad thing was I never won it. I either crashed or watered out. But those were great races! In Europe, the toughest racer was always David Thorpe, from England. He was always so fast and consistent that I could never let up.

Do you think being from Northern California had an effect on your career - either positive or negative - as compared to being from Southern California?
The Northern California riders weren't so business oriented, or so it seems. We're just more carefree and laid back up here, than those riders from Southern California. It seemed like the Southern California boys had more of a thumb over them. Their parents and sponsors looked over them, and the riders felt a responsibility to perform better. This naturally helped most of them to develop better and at a faster pace.

Before your accident, did you accomplish most of your goals in motocross?
No. I was never one to put the whole series together. My head wasn't there, I guess. I look back now at a lot of things I should have done, and wished I had accomplished. When I was racing, I really didn't think of those things. I was racing for the weekend, like it was its own year, because all I wanted to do was win each and every race. I never did put the whole overall spectrum together until 1985, when I went to Europe and raced in the World 500cc Motocross Championship series. Then I began to see that finishing in the top 10 was extremely important, so the most overall points could be built up for the season. I finally caught on to the need for consistency. Unfortunately, my career ended shortly thereafter - before I reached my ultimate goal, to be the World 500cc Motocross Champion.

You had a number of support rides, as well as full factory sponsorship in the United States. How did they work out for you?
My first support rides were with Suzuki and Yamaha. They really helped me out a lot. Both were instrumental in helping to further my career. Then I got a Maico

In his prime, Chandler was known for his flamboyant and tenacious riding style. You could always count on "Magoo" to provide a good show.

factory bike, with a salary. Next I went with Honda. That's when my career really began to move. I had a works Honda, a very good salary, plus incentive and bonus money, too. On top of that, my airfare, hotels, ground transportation and food were all covered. That makes a world of difference when you're trying to race professionally, and you're on the road all the time.

In 1984 you decided to go to Europe and contest the '85 500cc GPs. How did that work out for you?

First I had to get a federation license to race there. It was easier for me to get one in Ireland, since I had family residing there. When I got that, I was considered a United Kingdom rider. Then I could ride the English Championship and gather points. You had to do this in order to be picked by the Federation to ride in the World Championships. I began racing in the United Kingdom as a 500cc rider, racing against Thorpe, Noyce and other big-name English riders, picking up plenty of points in the process. I went over there with intentions to ride for Kawasaki, out of England. I had production bikes, mechanics, trucks, and parts; and with all my other sponsors, they were pretty much paying my way. So it was like, go out and prove yourself now. I did just that, and the Kawasaki ride started out pretty good. Then one weekend when there wasn't anything going on in England, we went to an international race in France. It was the first time I had gone out of England to race against any other Europeans in an international race, and they paid me just to show up. I rode against Graham Noyce, Georges Jobe, Eric Geboers, Hakan Carlqvist and a number of other big riders - and I won! I won all three motos that weekend. Then, while flying back home to England, I was with Alex Wright. He was the English importer who oversees where all the works bikes go. He was the man I had to answer to. We were sitting there on the plane, when he told me I couldn't beat Georges Jobe. And I said, "What do you mean I can't beat him?" At first I thought he was being humorous - like I was lucky to have beat him. "Shoot I beat him!"

He said, "No, we don't want you to win. We pay Jobe a lot of money. We want you to cater to him."

"What do you mean by cater to him?" I asked. "What if he gets a 15th? Do I have to finish behind him?"

He says, "If we ask you to!"

Then I said, "No, I won't!" We got in a big argument. I wasn't going to waste another year of my career. When I got back to England, I told my manager what had happened. He didn't like it either - so we went to see KTM about a ride. We got it. They gave me a small salary, bikes, mechanics and a truck for transportation. I went back to England, got my KTM and began practicing every day. Then we went to the first GP in Austria. I didn't have my mechanic yet, so my wife had to wash the air filters between motos. The English importer gave me the bikes, but no mechanic. I raced and got a fourth and a DNF. Then we went on to the second GP in France and I won both 500cc motos. Then the KTM factory stepped right in and gave me a larger salary, a mechanic and all the proper stuff that I needed. Then it became quite enjoyable to race the World Championship series. I ended up seventh overall that year in the 500cc GP standings, and that was after missing about one half of the races with an injury. So I thought I actually did very well my first season in Europe.

With the '85 GP season a success for you, what were your plans for '86?

I had just signed a very lucrative three-year contract with Kawasaki, as well as with other monetary sponsors such as Shell oil, Lazer helmets and Skoal (tobacco). I was finally becoming accustomed to living in Europe. I was getting used to the lifestyle I was living, the travel and the food. I was really beginning to get it all figured out, and being that I enjoyed living and racing in Europe so much, I was looking forward to racing three more years in the World Championships.

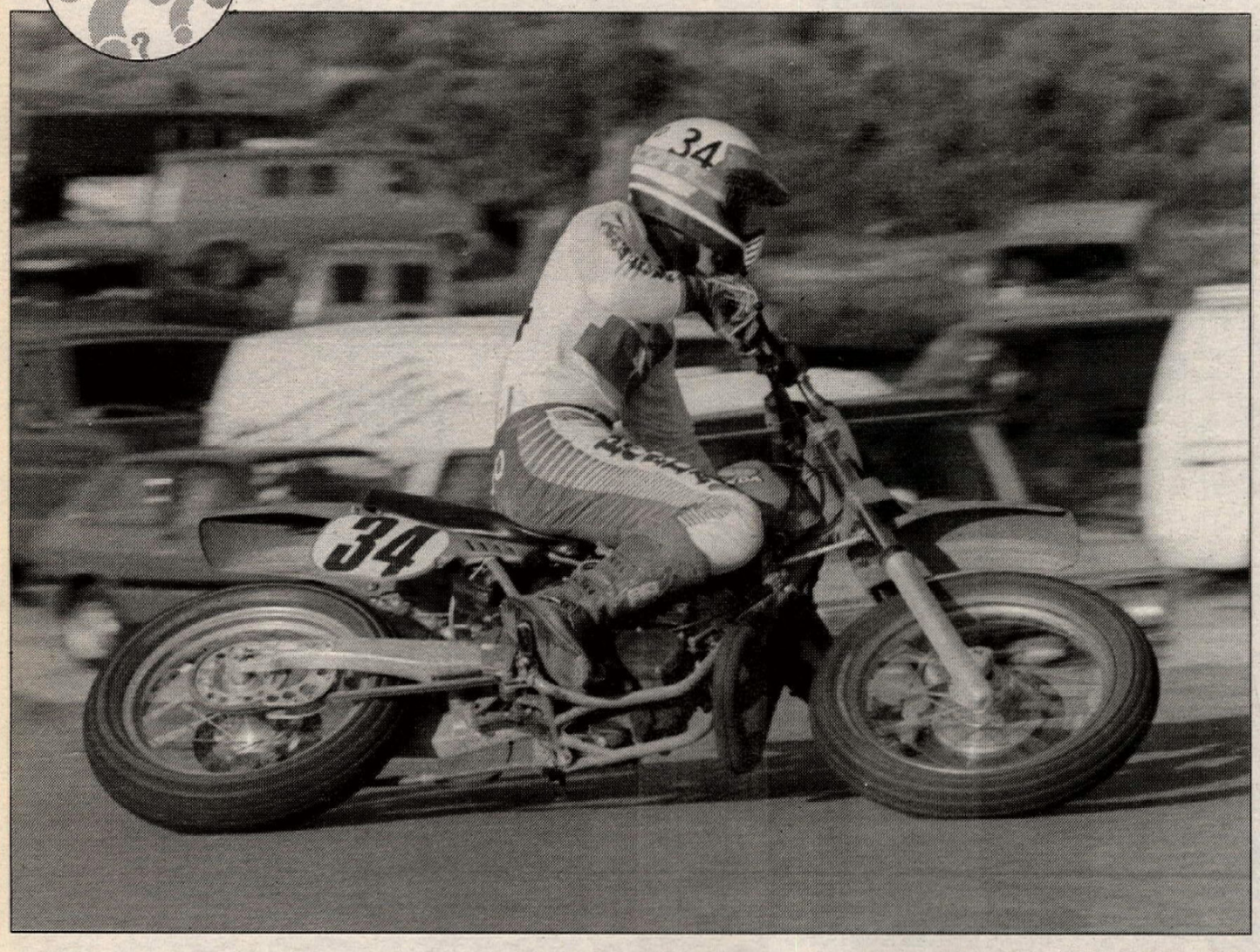
With all the new contracts in hand for '86, and a hard-fought season just completed, did you plan on taking it easy for a while?

Yes. I was going to go back to the States for a while, but Kawasaki wanted me to go to Italy and France for Supercross-type events, and ride the new works bike. So I postponed my trip back home, decided to take the new bike and head to Italy for those races and then go home for a while.

Those races were obviously your last. Can you describe what happened that night, in December, 1985?

Everything started off pretty good. It was only a week or so after signing the new contract that we left for the races. The bike was working pretty good, but I wasn't quite used to it yet, although I was excited and motivated to ride well. The supercross in Paris was a very prestigious event. All the top European riders were there, as well as many of the top American riders, so I really wanted to do good for the Italian Importer, and for Kawasaki. I did well in the qualifier that night in Paris. I was running first on the last lap when I fell, but got up to finish second to Ricky Johnson of the United States. I still don't remember the accident, but I've seen the video tapes of it many times. When I crossed the finish line in the next race, I jumped the hill there and put the bike sideways like I've done so many times without any problems. As I took my left hand off to wave to the crowd, you could see a camera flash and another one. Then you can see a third flash go off, and you can see the whites of my eyes. So after seeing that on tape, I realized that my eyes had been camera- or flash-shocked. Then you can see me trying to grab the handlebars properly, and at that instant I land and the bike starts to shoot off the track. I wheelied over some hay bales, kicking the rear into the air, throwing me over the handlebars and hitting a cameraman with my head and chest. This turns me over onto my back while I'm still in the air. Then I hit headfirst into some concrete, bouncing me across the course onto the other side of the starting grid. The first thing I remember was another rider and friend, Eric Geboers, coming to my side. I was yelling, "I can't move, I can't move," and Eric was telling me to stay calm. Shortly after that, I remember feeling so heavy, like I weighed a million pounds. Then the next thing I remember, I was waking up in a room somewhere. I believe it was in the stadium. Eric Geboers was holding my hand and telling me to be still. I told him I was having difficulty breathing. Then I remember someone else by my side and Eric telling me they had to put a tube down my throat so I could breathe properly. Next was the ambulance ride to the hospital, and I'm thinking I must be really hurt. At the hospital I remember I couldn't talk because of the tube in my throat. So I tried to have them read my lips. Then they decided to operate

WHERE ARE THEY NOW? Danny "Magoo" Chandler



Danny Chandler on his way to victory in the 1982 Superbikers race. That same year, he won every moto in the Motocross and the Trophy des Nations.

on me, as soon as possible, which come to find out later, that in the United States they don't usually operate right away. They like to put you in traction and let the swelling go down. But the surgery was done and maybe that caused a little more damage, maybe not. But it's over and I'm not going to cry about it. The surgery obviously didn't work as I had a severe fourth cervical vertebrae injury. I could roll my shoulders a little, but basically I was a quadriplegic. I couldn't move my arms, hands or anything.

How did the hospital stay go, and how soon after surgery were you able to go home?

I was there for about three weeks. At first Eric Geboers, Georges Jobe and Andre Malherbe came by regularly, but I remember no Americans coming by to see me. I don't blame them for that because I remember when Donnie Hansen crashed at one of the Motocross and Trophy des Nations races, and went into a coma. The Honda team didn't want me, Johnny O'Mara, or David Bailey to go see him that way. My wife, child and mother didn't get over to see me for about 10 days. They had to get passports and all that, so it got pretty lonely there, by myself. Finally, after three weeks, they decided I was stabilized enough to travel. So I was put on a life flight, and sent back home to a hospital in Santa Clara, California.

When you finally got home, what were the biggest changes in your life - the physical or the emotional?

At first I don't believe I was really aware of the severity of my injuries. It took me about three years to finally realize the true severity of them. During those first three years, I felt that all the physical therapy I was going through would pay off and that I would eventually get better. Every day was a fight - fighting to walk, fighting to be who I was and what I was. I never did lose sight of that, for a long time. Then my mother died, and my wife left me, and that made things a lot tougher to go through. It was really a shock to have those things happen to me, so close together. It felt way worse than the injury itself. There became more pain, emotionally, in my life from these two things than I have ever experienced from the accident and injuries. I was also fighting to be totally independent - so much so that I ran off a lot of my good friends. But being totally independent probably will never happen and I'm finally able to accept that now. It sure makes my life a lot easier now, too. In the beginning I wanted to be remembered for who I was before the accident and not for what I am now, but all those feelings are gone now and it feels great. I'm still "Magoo," no matter what has happened.

You've learned to drive again. What inspired you to take on such a great task?

I had thought about driving for quite a while, but knew that I didn't have the money to buy the special type of vehicle that I would need. Then one day out of the clear blue air, my phone rings. It's a man by the name of Don Mackey, from Arizona. He says he is a Danny "Magoo" fan and wants to buy me a new van. I couldn't believe it! So he brings me down to Arizona and purchases a new Ford van for me. I was very grateful, to say the least. He was just a faithful fan and wanted to do something nice for me! Boy, did he ever! Then it needs to be refitted, especially for me and my needs. The estimate was for about $14,000. With some phone calls and good friends, I got it all done for only $2,000. And guess who paid for that? My friend Don Mackey again! This man is one of the nicest people on earth, I'm sure. So I did it, I learned to drive again.

Physically, how are you doing?

Well from the way I was two to three years ago, I've come a long way. It's just phenomenal. I have use of my biceps, triceps, and movement in both wrists. I can also use my hands and fingers enough now to begin trying to write again. I can pour my own coffee and drink it by myself. It's coming along good. I'm doing other things I could have never done before. Shifting my weight around in my wheelchair, opens things up. Yeah, I'm gaining a lot of things back again. I'm also able to feel touch and pressure on my extremities again. After the accident, that wasn't possible at all. I'll walk again! There is no doubt in my mind - I will, walk again!

Through all the adversity that you've experienced, what has kept you going these past eight years?

I guess the thought of regaining my "family". Being involved in racing all my life, I've come to realize that with my parents gone now, racing is my family. It was very lonely all those years without the racing, the fans and always being interviewed by some magazine. I enjoyed that. It was my family, and the thought of getting it back kept me going. Now that I've gotten involved in promoting mountain bike races, I finally feel at home again. It feels good. It's great!

How did you get into promoting mountain bike races?

Back in 1992, I was at the supermarket, looking at the magazine rack. I noticed my old buddy Johnny O'Mara on the cover of a mountain bike magazine. After reading the article, I said to myself, "If O'Mara can do it, so can I." So I went out and did it. I put on a race at the end of '92 and a full season of races in '93. The '93 season was very successful, so we have a full schedule of events for 1994, in Northern California: four cross country races and six downhill races. We've got a lot of excellent sponsors, radio ads and so forth, so 1994 will be very good, I believe. So come on up and enjoy some awesome racing, "Magoo"-style.

Prior to your promoting, did you have any other business ventures?

I wanted to do something, but didn't know what it was, so I got into a landscape maintenance business with a friend of mine. He did the physical work and I helped to round up contracts for us. Then I explored the possibility of getting a 125, 250 or 500cc World Championship motocross race in my hometown area. I had an awesome course design ready and began the political process that would be needed to put on an event like that. After hitting a continuous number of walls for the next two years and realizing the costs of environmental impact reports, etcetera, I decided to shelve that idea. I also helped to design some gym equipment for wheelchair-bound people, and got royalties on that for a few years. I did a rehabilitation video, called "Beyond The Limits." Emerson and Jennings, one of the world's largest wheelchair manufacturers, sponsored it. It was a 30-minute video, featuring me jet-skiing, riding my Odyssey, hang-gliding and snow skiing. It was finally distributed to over 60 hospitals and clinics around the world.

What other goals have you set for yourself for the future?

I really want to design wheelchairs. I want to build a wheelchair for guys like me - for quadriplegic people who want to be outside and be active - a wheelchair that can overcome the limitations of those on the market today. I want to make my mountain bike race promotions a success - to keep building it and expanding it as much as possible. I'm also planning on becoming a sky diver someday - to begin with a tandem parachute jump and then try to get into regular sky diving, if possible. Another goal is to promote an Old Timers motocross race - to have all the old pros from the United States and Europe come and race against one another in some kind of benefit race. My big fantasy goal is to promote a vehicular triathlon. Each racer would do a separate section of motocross, mountain bike racing and jet skiing. That would be awesome, wouldn't it?

Do you follow motocross anymore?

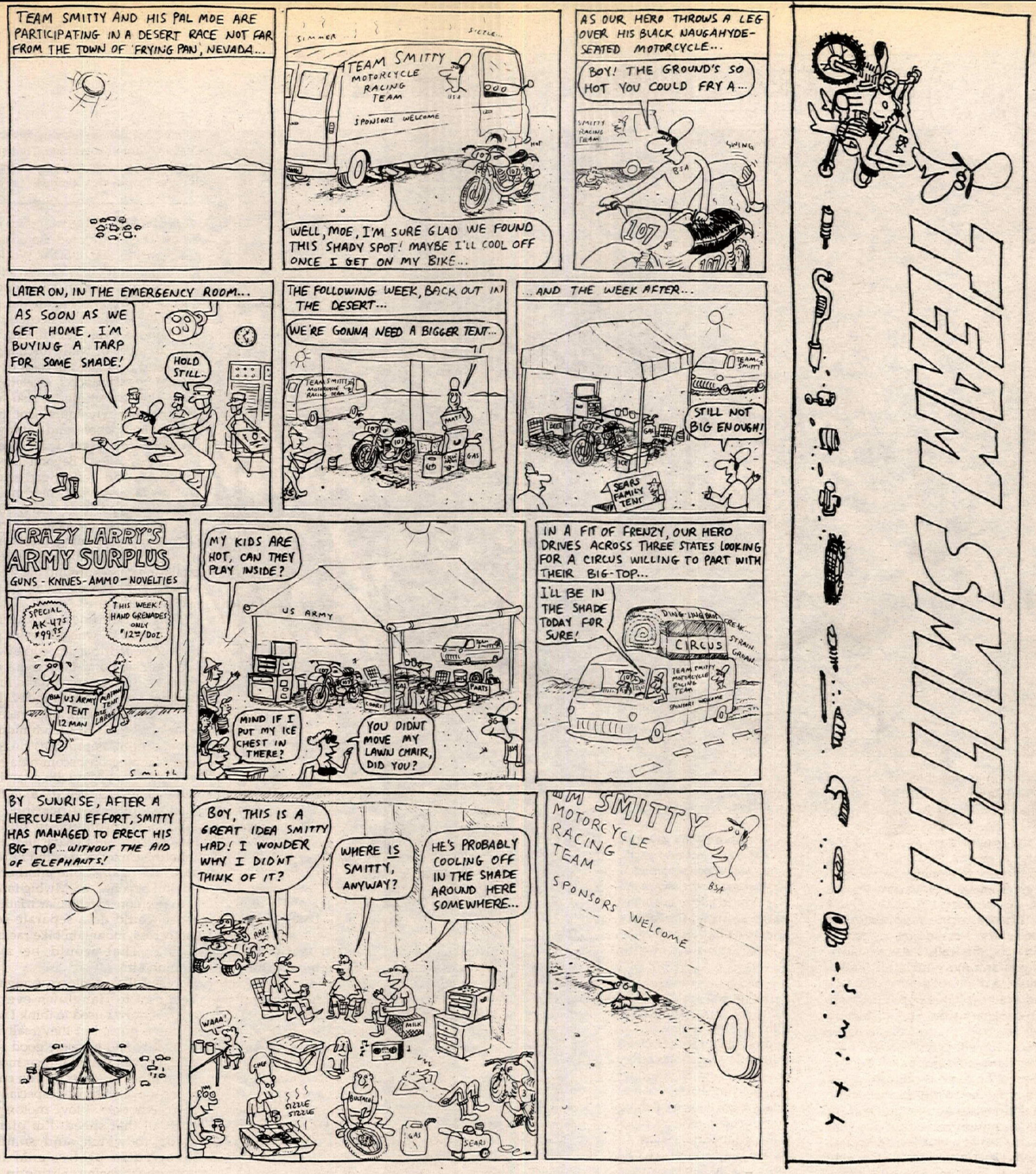
Yes. I go to Hangtown every year. I enjoy it now. I used to think I could beat all these guys, but they really haul ass now. It would be some good racing; I'd give them all a run for their money.

What other interests do you enjoy?

I love to watch sports, especially football and ice hockey. I love motorsports too, with all that speed. I'm planning on going to watch, and someday get involved in professional off-shore powerboat racing. Sitting in a 45-foot boat with over 2000 horse power in it, and flying along at over 125 miles per hour would be awesome!

Is there anything you've wanted to tell everyone, but maybe haven't gotten the chance since you're out of the limelight?

I'd like to say thanks to all those people and corporations who supported me throughout my career, as well as since the accident, my fans, and Don Mackey who bought me the new van. A very special thanks from the bottom of my heart has to go to Eric Geboers. I want to thank him for probably saving my life at that race in France. And then, thanks to Georges Jobe and Andre Malherbe. Andre is a quadriplegic now also, and he and I know what each other has and are currently going through. So if you read this Andre, get well good buddy! I'd also like to say thanks to all my mountain bike racing sponsors and all those who have helped me in this new endeavor. Thanks for being patient with old "Magoo!" CN



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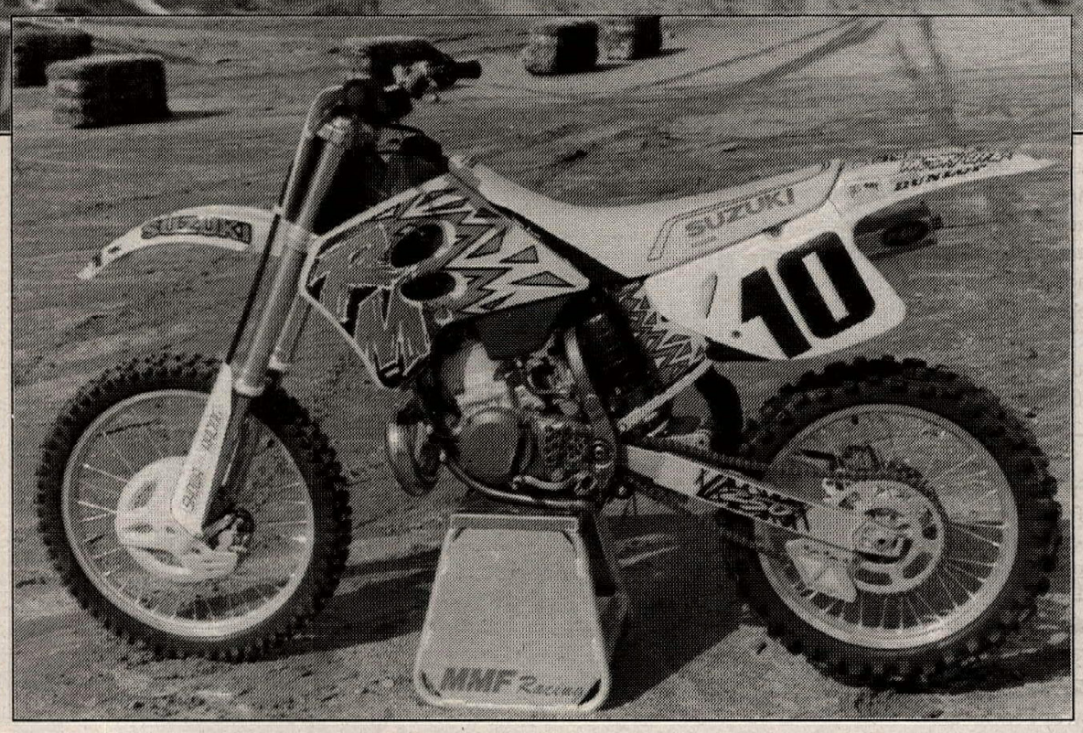
Better manners, thank you



By Donn Maeda
Photos by Al King

When it comes to motocross machines, each of the *Cycle News* editors have different preferences. Dissimilar riding styles and variations in ability create a wide range of opinions amongst our staff, and a unanimous verdict about any bike is a rarity.

When it came to the Suzuki RM250 however, we were finally able to agree upon something: Though the RM produced the most excitable power, it was also the most difficult to ride. A lack of low end, combined with an incredible surge of midrange power that hit abruptly when the power valve opened, kept each of our testers on their toes. The quick-revving Suzuki was fast - there was no doubt about that - but it was the hardest of the four Japanese 250s to ride with any amount of consistency. When fresh, a rider could pilot the RM aggressively and make good use of the violent powerband, but the moment fatigue began to set in, the RM took control and would beat the tiring rider into a quivering mass of jello.

Add to the equation questionable handling characteristics - a soft front end and a harsh rear - and the RM was definitely a handful. "It's just scary," said one tester. "You never really know what it's going to do."

At the conclusion of our annual 250cc MX Shootout, three out of four testers picked the Suzuki RM250 last. Winning the shootout was the Honda CR250, with the Kawasaki KX250 a close second.

The shootout results were clear; and so were our goals when we set out to build the "ultimate" RM250.

Problem: Lack of low-end power.

Solution: Pipe, silencer and porting from FMF.

(Above) FMF gave our RM250 project bike an all-new feel. A better spread of low-end power allows the rider to tractor out of the corners. (Right) The Factory Effex Graphics kit makes the RM250 a real eye-catcher.

Founded in the early 70's by president Don Emler, FMF is one of the industry's oldest hop-up companies. In modern-day motocross circles, the Flying Machine Factory is best known for its eye-catching nickel-plated exhaust pipes and silencers. Eager to help, Emler supplied us with a Gold Series Exhaust Pipe and Power Core Silencer and, in addition, tore into the cylinder in search of even more low-end power. Emler decked and ported the cylinder, and reconfigured the squish band and chamber of the cylinder head.

Problem: Soft forks/harsh rear end.

Solution: Fork and shock modifications by Showa Only Racing.

Though the Twin Chamber Showa forks are arguably the most sophisticated forks available to the public, they are - in stock form - valved too soft for faster or more-aggressive riders. All is not peaches and cream in the rear, either. Though Suzuki reports that their shock linkage ratios are slower than the supercross-inspired ratios of the past few years, the '94 RM250 still suffers from erratic handling characteristics out back. Under acceleration, the stock rear end would kick and buck the rider silly.

The first thing that the Showa Only technicians did was add stiffer front and rear springs to the shock and fork. A 5.2 spring replaced the OEM 5.0 unit out back, and a pair of 4.0 fork springs in place of the stock 3.8 parts.

Internally, the Showa fork received a Kayaba compression valve assembly with specifications set specifically for our tester's ability. KYB-01 fork oil is used, but with an exclusive Showa Only ER additive that is claimed to reduce the amount of friction within the fork. We found that the fork worked best when the compression was set 10 clicks out from full-in, and the rebound set at 12 from full-in.

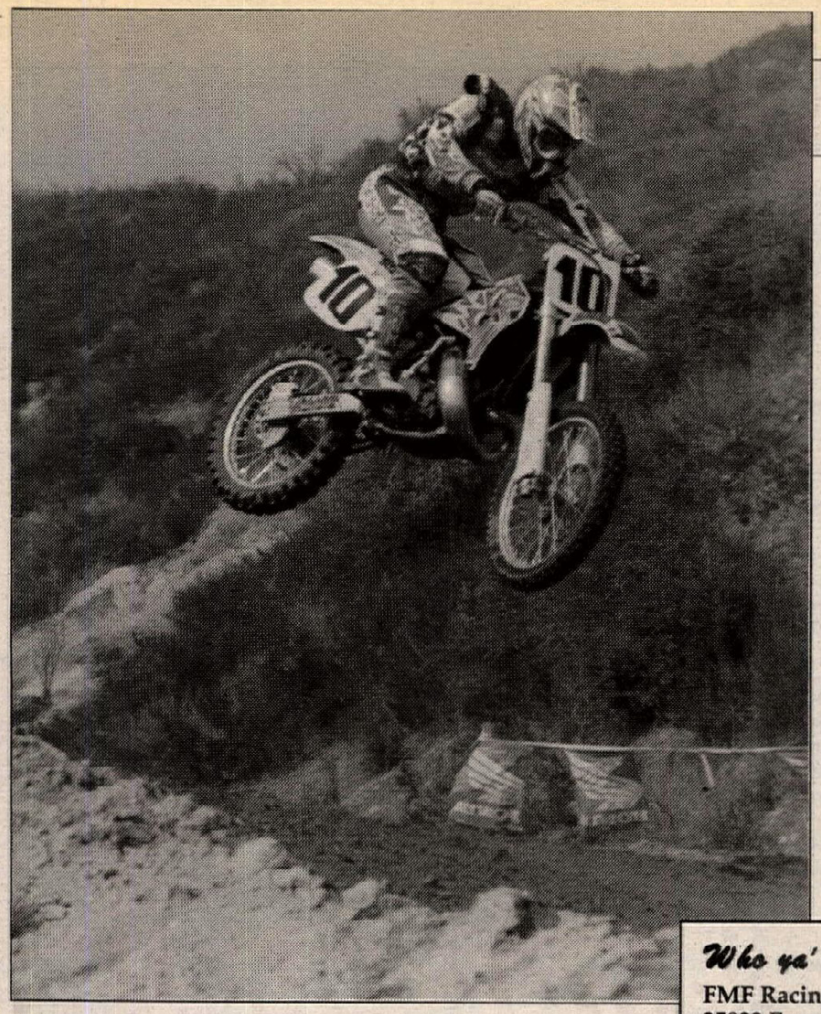
The shock received extensive valving changes. Low-speed compression damping was increased, as was the amount of bleed. High-speed compression damping was slowed down, while the rebound damping was left stock. With 95mm of sag, we set the shock up with the compression adjustment 12 clicks from full-in, and the rebound at 10 from full-in.

Problem: Poor styling - looks like a '93.

Solution: Graphics from Factory Effex

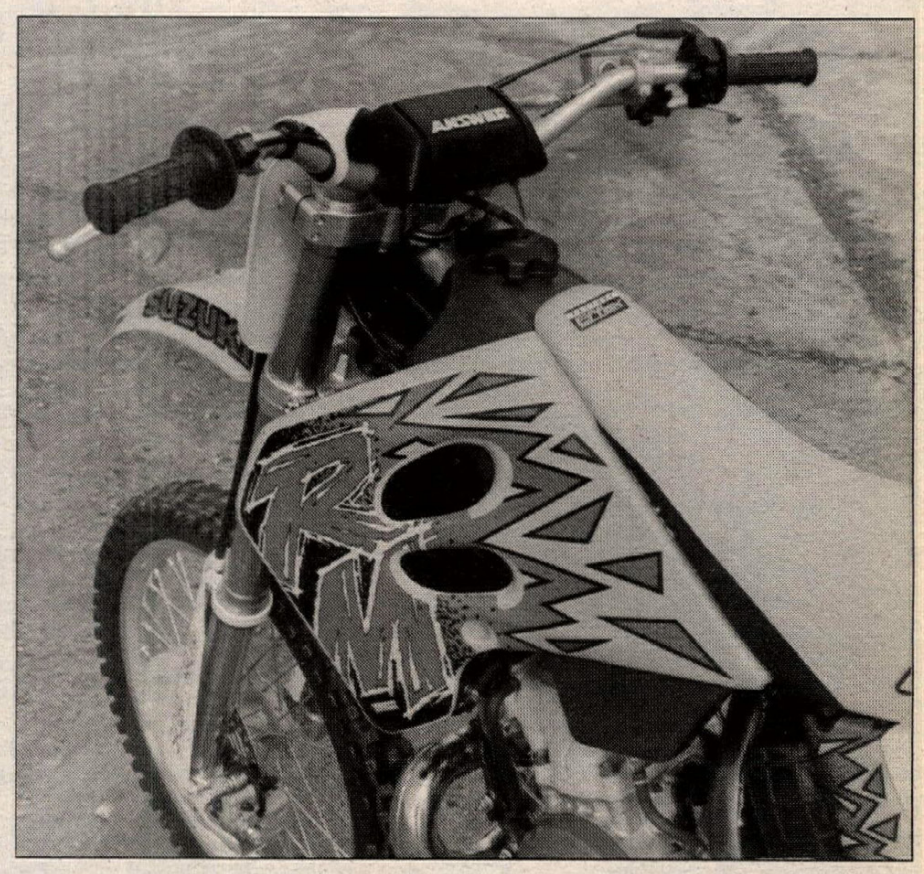
When pictures of the '94 Suzuki RM lineup reached the *Cycle News* offices, more than one editor laughed and joked that the Suzuki folks had goofed and sent us photos of last year's machines. When we realized that Suzuki had, in fact, sent the correct photos, we must admit that we were gravely disappointed. Sure, the radiator shroud graphics are a little different and the gaudy "250" logos had been moved from the sidepanels to the swingarm, but all in all the bikes sported the same look for the second year in a row.

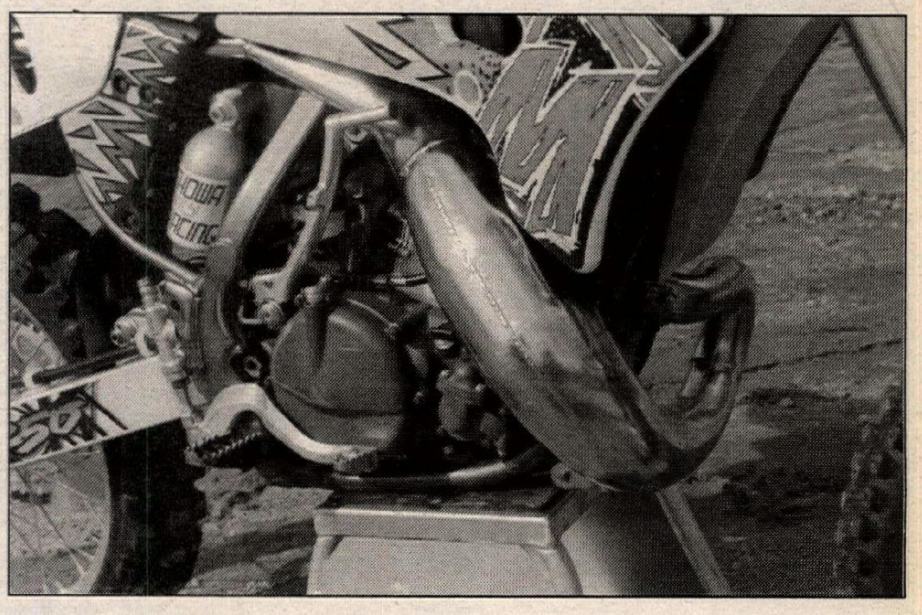
Next to having your last name on your front fender, or first and last name on the back of your chest protector - it seems that a change in graphics is the hottest trend in motocross. Factory Effex offers a complete head-to-toe (or should we say fender-to-fender) treatment that can completely change the look of any machine. Whether or not it is an improvement, however, is for each individual to decide.



(Above) Hard landings are soaked up with ease, thanks to the Showa Only fork and shock modifications.

(Right) Answer's Pro Taper Handlebars in the high Honda bend gave the RM a more-balanced feel. The new-style clamp pad is softer and offers more protection than the older unit. (Below) The Gold Series Exhaust is the most obvious change, but the real difference was made by Emler's porting. The once-pipey motor now produces a wide spread of power.





What they cost

FMF Gold Series Pipe	$179.99
FMF Power Core Silencer	$69.99
FMF Cylinder and head mods	$250
Showa Only Fork Modification	$149
Showa Only Shock Modification	$129
Heavy shock spring	$85
Heavy fork springs	$75
Factory Effex Full Shroud Graphics	$59.95
Factory Effex Front Fender Graphics	$16.95
Factory Effex Rear Fender Graphics	$11.95
Factory Effex Backgrounds	$14.95
Factory Effex No-Slip Seat Cover	$74.95
PC-1 Filter Skins (3)	$12.95
Dunlop K490	$65.00
Dunlop D707	$74.00

Who ya' gonna call?

FMF Racing U.S.A.
25933 Frampton Ave.
Harbor City, CA 90710
310/539-6884

Showa Only
5442 Tate Ct.
Riverside, CA 92505
909/714/352-3825

Answer Products, Inc.
27460 Avenue Scott
Valencia, CA 91355
805/257-4411

Dunlop Tire Corporation
P.O. Box 1109
Buffalo, NY 14240
716/773-8398

PC-1 Racing
145 N. Batavia #2
Orange, CA 92668
714/771-6381

Full-coverage radiator shroud graphics, front and rear fender sticker kits, and pre-cut numberplate backgrounds changed our RM's looks from mild to wild.

Problem: Stock bars bend easily; transmit vibration.

Solution: Pro-Taper Handlebar from Answer Products

As always, we relied on the good folks at Answer Products for a pair of their Pro Taper Handlebars. Not only do the Pro Taper bars help dampen vibration and shock, but they are far more resistant to bending as well. To help offset what we consider to be an odd-feeling bike, we installed high Honda-bend bars, which are much taller than the OEM units. The taller bars provide a more balanced feel, as they counteract the tallish rear end.

As for the rest of the motorcycle, we installed a pair of Dunlop tires, a Twin Air air filter, and a PC-1 Filter Skin. The front Dunlop K490 tire has long been regarded as a great all-around sneaker, and we regard the D707 as the best hard-terrain tire available.

ON THE TRACK

Before we allowed Don Emler to venture into the RM's motor, we elected to try the bike with only an FMF pipe and silencer installed. From the moment we took to the track, we were pleased. The pipe and silencer immediately bring the non-existent bottom end to life, and the yellow machine is considerably easier to ride. While the once-narrow powerband was suddenly easier to ride, there was still a violent hit in the midrange. Top-end overrun was unaffected, and all in all, the pipe and silencer alone provided much-improved results.

Once Emler ported the cylinder, however, the bike really began to shine. Can you say, "yellow Honda?" Well, maybe we're exaggerating just a little, but the ported Suzuki can hardly be compared to a stocker. Where the stock bike bogs, the modified machine grunts. Power starts down low on the ported bike and pulls steadily through the middle of the powerband with no unexpected surges or hits. Up top, however, is where things really start to change. Instead of over-revving like a screaming banshee, the modified motor tapers off before falling a little flat. The best way to ride the new powerband is to actually - dare we say it - short shift. A short-shifting Suzuki? We never thought we'd see such a thing, but it's true.

In tacky or loamy conditions, the bike must be kept in the absolute middle of the powerband. Try to get away without shifting before that next corner and you're history. You *have* to grab the next gear in order to go fast. Still, riding in such a manner is much easier than holding on to a stocker for dear life.

When the going gets dry, however, the modified RM is head-and-shoulders better than a stocker. Since the new motor produces a steady, gradual pull of power, the bike hooks up while exiting corners, rather than spinning and sliding.

While we were marvelling at the new-and-improved power output, we almost forgot to think about the performance of the Showa Only-modified suspenders - not that they didn't perform well, mind you. Actually, the front and rear ends worked so well that we didn't have to make such a concious effort to hit every bump and square edge at a straight angle. Rather than deflecting off of such obstacles, the fork soaked them up without a whimper; same for the rear end - no swaps, no kicks - just straight and true tracking.

The stiffer fork springs helped considerably, allowing the fork to ride in the upper half of the suspension travel. Under hard braking, the stock forks would dive considerably, but the altered legs resisted such action.

Out back, the Showa Only shock worked wonders. Under hard acceleration, the rear end no longer squatted, and finding traction didn't seem to be as much of a task as it was before the modifications. Over square-edged bumps, the altered shock seemed to do a better job of soaking up the terrain. The harsh feeling of a stock unit was eliminated. When we were informed that a stiffer spring would be installed, we must admit to having our doubts - but in conjunction with the softer valving, the beefier spring worked perfectly.

But what about the other stuff? Well, the Factory Effex Graphics sure did change the look of our bike, but the jury is still out about the new styling. While every tester agreed that they looked better than the OEM graphics, a few felt that the red, purple, yellow, black and white color scheme was a tad on the gaudy side. All of the stickers were easy to install, but hard to remove. The No-Slip Seat Cover was also easy to install and, thanks to the Kevlar side panels, resisted tearing under the abuse of knee braces. The textured cover also provided good feel and plenty of traction.

Perhaps the lazy man's ultimate accessory, the PC-1 Filter Skins did exactly what they were claimed to do. Installed over an oiled air filter, the filter skins serve as a "pre-filter." After a hard day's riding in the dust, a flick of the wrist removed the skin, leaving a clean filter.

Isn't it amazing what a few changes here and there can make? Though we violated the "bolt-on-only rule" by having the cylinder ported, all of the aforementioned modifications are easily made and well worth the cost. Once the least-favorite 250 in the *Cycle News* garage, the RM250 has become one of the most popular. CN

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■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150C) '93 Southwick/Gainesville AMA Nat'l MX
Highlights of 125cc & 250cc action from the Massachusetts and Florida rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#151C) '93 Sacramento/Mt. Morris AMA Nat'l MX
Highlights of 125cc & 250cc action from the California and Pennsylvania rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#154C) '93 Unadilla/Buchanan AMA Nat'l MX
Highlights of 125cc & 250cc action from the New York and Michigan rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#156C) '93 Glen Helen/Troy AMA Nat'l MX
Highlights of 125cc & 250cc action from the California and Ohio rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#157C) '93 Millville/Washougal AMA Nat'l MX
Highlights of 125cc & 500cc action from the Minnesota and Washington rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#158C) '93 Delmont/Binghamton AMA Nat'l MX
Highlights of 125cc & 500cc action from Pennsylvania and New York rounds of the '93 AMA Nationals. 45 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series: racing full throttle, criss-crossing the USA, Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93 European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#88D) '93 Spanish (Jarama) RR Grand Prix
55 minutes from Motovideo.

(#90D) '93 British RR Grand Prix
55 minutes from Motovideo.

(#92D) '93 Czech RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45C) 1993 US Speedway Nat'l C'Ship
America's top riders go head to head to see who will wear #1 in 1994. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" - features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Powersports Video.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top

Europeans including Torsten Haliman. Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "'raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for HD motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25) The H-D Evolution Motor
Complete disassembly, service, repair and assembly of the Harley Evo motor. Includes info on little-known tricks of the trade and special tools necessary for doing the job right. 60 minutes from Video Manuals.

(#26) H-D Transmission Repair
Complete teardown, repair, service and assembly information on rebuilding Harley-Davidson 5-speed transmissions. 60 minutes from Video Manuals.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

What's New?...

★ 1993 Laguna Seca USGP
★ 1993 Spanish (Jarama) Grand Prix
★ 1993 U.S. Speedway National Championship
★ This is Motorcycle Trials
★ Heavy Duty: 90 Years With Harley-Davidson

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix-90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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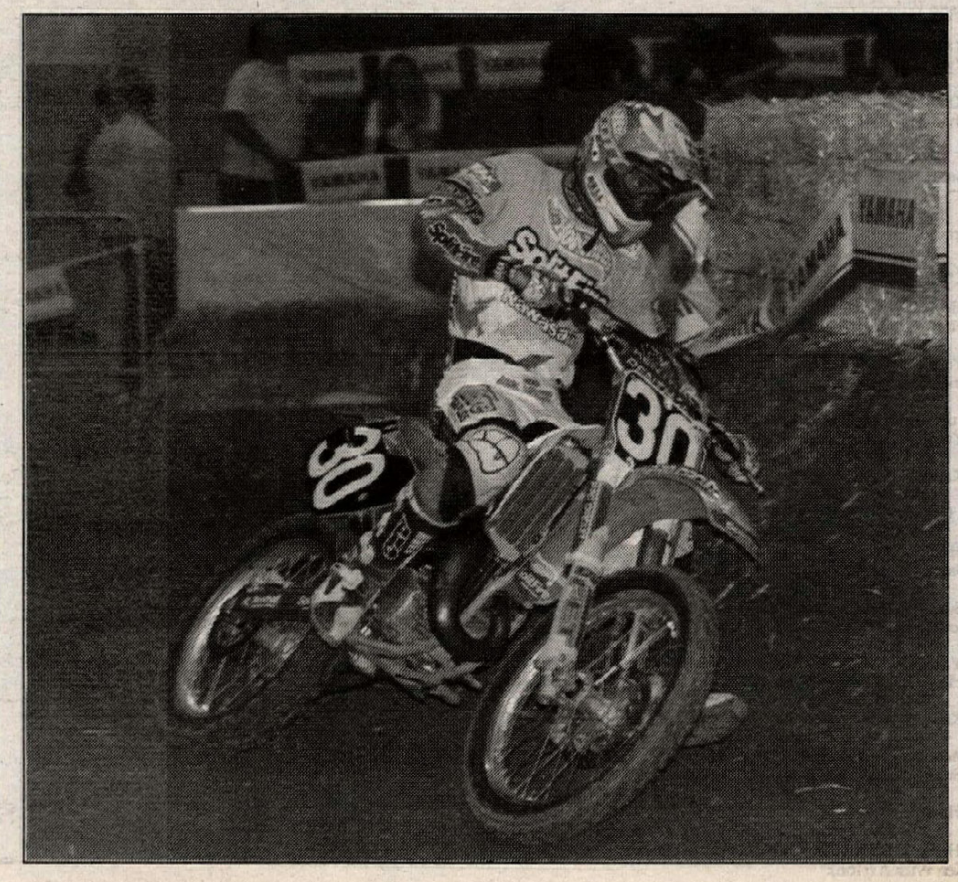
"I was caught in some lapped traffic," Gaddis said. "It was at that time when I could feel them behind."

Dubach started knocking on Gaddis's back door as the two riders railed the Pond's tight track. At the halfway point, disaster struck. Dubach went for a pass on Gaddis, and the two riders collided and went down. Gonzales tried to pass and got tangled up as well. During the commotion, Jeff Ward motored his way into the lead while Gaddis and Gonzales quickly got back under way, leaving Dubach behind.

"I was a few inches short of a really good block pass," Dubach said. "I tried to get going, but my throttle cable pulled out."

Ward was out front, showing the crowd that he could still strut his stuff. Gaddis and Gonzales attempted to challenge him, but time ran out. At the checkered flag it was an ecstatic Ward, followed by the two disappointed teammates, Gaddis and Gonzales.

(Left) Jimmy Gaddis (44) won both 125 and 250cc Pro classes on Saturday night. (Below) Jeff Ward (6) came out of retirement and won Friday night's 250cc Pro race. (Bottom) James Dobb (30) topped the 125cc Pro class on Friday; Doug Dubach finished second.



The pond turns green

By Scott Hoffman
Photos by Greg Newgard

ANAHEIM, CA, MAR. 25-27

A master of arenacross, Jimmy Gaddis showed his stuff in both the 125 and 250cc Pro classes, riding his Team SplitFire/Hot Wheels Kawasakis to a pair of wire-to-wire wins on Saturday night and contributing to an all-Kawasaki sweep of the Pro classes during the Mickey Thompson Arenacross at the Arrowhead Pond.

Gaddis pocketed $3000 for his efforts, which marked the first time a motorsports event has been held at the facility, the home of the NHL Mighty Ducks.

On Friday night, another Team SplitFire/Hot Wheels rider found himself on the podium, but this time it was James Dobb, who rode a flawless race to top the likes of Yamaha's Doug Dubach in the 125cc feature. Former National and Supercross champion Jeff Ward dusted off some riding gear and came out of retirement to take the win in Friday's night's 250cc feature.

Thousands of yards of dirt were brought in to cover the normally frozen hockey rink. The track provided an excellent show for both racers and spectators.

FRIDAY

As the gate dropped for the 125cc main event, Greg Schnell put his Suzuki into the lead with Dobb and Dubach hot on his tail. Schnell quickly fell back as Dobb, Dubach and Honda of Troy's Craig Decker worked their way past to take over the top three spots. Gaddis, the arenacross veteran, found himself scrapping for position back in the pack early, but he used his experience to slice his way through the field.

Up front, Dobb was on the gas with a clear track in front of him, and the British rider began to pull away.

"I have never ridden in an Arenacross; this was the first time," Dobb said.

It must have been beginner's luck because Dobb was unstoppable. Dubach fought hard to close the gap, lap after lap, but he couldn't seem to make up any time on the leader. As the laps ran down, Decker reeled Dubach in, although his efforts were in vain for he was unable to make the pass. Gaddis's valiant efforts had moved him into the fourth spot by the finish, but Dobb scored the win followed by Dubach and Decker.

The 250cc main started off calmly, but turned into a knock-down, drag-out brawl. Gaddis was in the lead, with Dubach and Team SplitFire/Hot Wheels Kawasaki's Pedro Gonzales battling for second place. During the opening laps, Gaddis seemed to have command of the race but Dubach quickly closed the gap.

SATURDAY

On the second night of racing it was all Gaddis, who pulled the holeshot in the 125cc main and never looked back. Dubach, the habitual bridesmaid of the weekend, ran in the second spot for the entire moto. Back in the pack, Mike Chamberlain, Gonzales, Schnell and Dobb diced for third. Gonzales moved past Chamberlain during the fourth lap to secure the position as Dobb dropped Schnell back to sixth. The order remained the same at the finish with Gaddis, Dubach and Gonzales occupying the top three positions, respectively.

The 250cc may just as well have been the 125cc because the outcome was the same. Gaddis took the early lead followed by Dubach and Dobb, who was riding a strong race until he miscalculated on a set of jumps. With Dobb out of the race, Cory Keeney, Chamberlain, and Gonzales went at it for the third spot. Gonzales came out on top again, slicing his way through to third.

Up front, Dubach was gaining on the leader, but ever so slowly.

"I lost some time on the first lap, and making it up on this track is like splitting hairs," Dubach said.

Gaddis crossed the line for his second win, with Dubach again in the runner-up spot and Gonzales grabbing a pair of strong third-place finishes.

A "Legends of Supercross" exhibition took place on both nights, featuring former AMA Supercross champions Ward, Johnny O'Mara, Broc Glover, Donnie Hansen and Mike Bell as well as former AMA 250cc National MX Champions Gary Jones and Goat Breker. Ward was credited with a win in the mock engagement held on Saturday night. CN

Arrowhead Pond
Anaheim, California
Results: March 26-28

Friday

125 PRO: 1. James Dobb (Kaw); 2. Doug Dubach (Ywn); 3. Craig Decker (Hon); 4. Jimmy Gaddis (Kaw); 5. Greg Schnell (Suz).

250 PRO: 1. Jeff Ward (Kaw); 2. Jimmy Gaddis (Kaw); 3. Pedro Gonzales (Kaw); 4. Ray Crumb (Yatn); 5. Mike Chamberlain (Kaw).

Saturday

125 PRO: 1. Jimmy Gaddis (Kaw); 2. Doug Dubach (Yam); 3. Pedro Gonzales (Kaw); 4. Mike Chamberlain (Kaw); 5. James Dobb (Kaw).

250 PRO: 1. Jimmy Gaddis (Kaw); 2. Doug Dubach (Yam): 3. Pedro Gonzales (Kaw); 5. Cory Keeney (Kaw).

Sunday

50 STK: 1. J.R.Williams (Yam); 2. Bryanna Benedict (Yam); 3. Bryan Bird (Yam); 4. Anthony Serrin (Yam); 5. Justin Wilson (Yam).

50 MOD: 1. Cole Wallace (Yam); 2. Chad Munn (Yam); 3. Tommy Cochren (Yam); 4. Ricky Oliver (Ywn); 5. Justin Munyon (Yam).

65 (7-11): 1. Jason Ciarletta (Yam); 2. Cole Wallace (Kaw); 3. Nick Alvarez (Kaw); 4. Ryan Couse (Kaw); 5. Chad Munn (Kaw).

85 BEG: 1. Casey Newhouse (Kaw).

85 (7-11): 1. Chris Panek (Yam); 2. Jason Ciarletta (Suz); 3. Chris Hunsinger (Suz).

85 (12-13): 1. Billy Payne (Kaw); 2. Ito Posca (Ywn); 3. Brandon Morgan (Kaw); 4. Robby Couse (Suz); 5. Brian Payne (Kaw).

85 (14-15): 1. Jimmy Varis (Suz); 2. Dustin Ryan (Yam).

125 BEG D-1: 1. Peter Riggs (Yarn); 2. Mark Reyes (Hon); 3. Michael Villanweva (Kaw); 4. Brandon Probert (Hon); 5. Robert Colton (Kaw).

125 BEG D-2: 1. Keith Black (Suz); 2. Pete Marino (Yam); 3. Dora Koun (Suz); 4. Eddie Baucom (Suz); 5. Brian Reichel (Suz).

125 NOV D-1: 1. Terrance Malan (Suz); 2. Bryan Currie (Suz); 3. Darin Green (Kaw); 4. Joshua Fink (Ywn); 5. Cory Mortensen (Suz).

125 NOV D-2: 1. Glen Branson (Suz); 3. Richie Holt (Kaw); 4. Billy Clifton (Yam); 5. Kyile Finnels (Suz).

125 INT: 1. Eric Schnell (Suz); 2. Jason Fields (Yam); 3. Chip Rotan (Kaw); 4. Kenny Miller (Suz).

250 BEG D-1: 1. Brett Fox (Hon); 2. Nathan Fletchel (Hon); 3. Daniel Girton (Yam); 4. Fred Cowles (Kaw); 5. David Pierce (Kaw).

250 BEG D-2: 1. Jeff McMillen (Yam); 2. John Clark (Suz); 3. Rich Rongatis (Suz); 4. Gus Lambardo (Yam); 5. Todd Sayles (Yam).

250 NOV: 1. Tony Feldhaus (Hon); 2. Tom Hayes (Yam); 3. Shawn Howard (Kaw); 4. James Cartmell (Hon); 5. Jeff Seifert (Suz).

250 INT: 1. Chip Rotan (Kaw); 2. Scott Mumford (Kaw); 3. John Belisle (Suz); 4. Ken Wilson (Hon).

25+ AM: 1. Tonrod Rodriguez (Yam); 2. Jeff McMillen (Yam); 3. Don McClain (Hon); 4. Jeff Seifert (Suz); 5. Chris Feil (Kaw).

25+ MSTR: 1. John Belisle (Suz); 2. Jim Dominic (Hon).

30+ AM: 1. Kevin Brown (Hon); 2. Tony Feldhaus (Hon); 3. Scott Gilly (Yam); 4. Dave Garland (Hon); 5. Ken Wilson (Hon).

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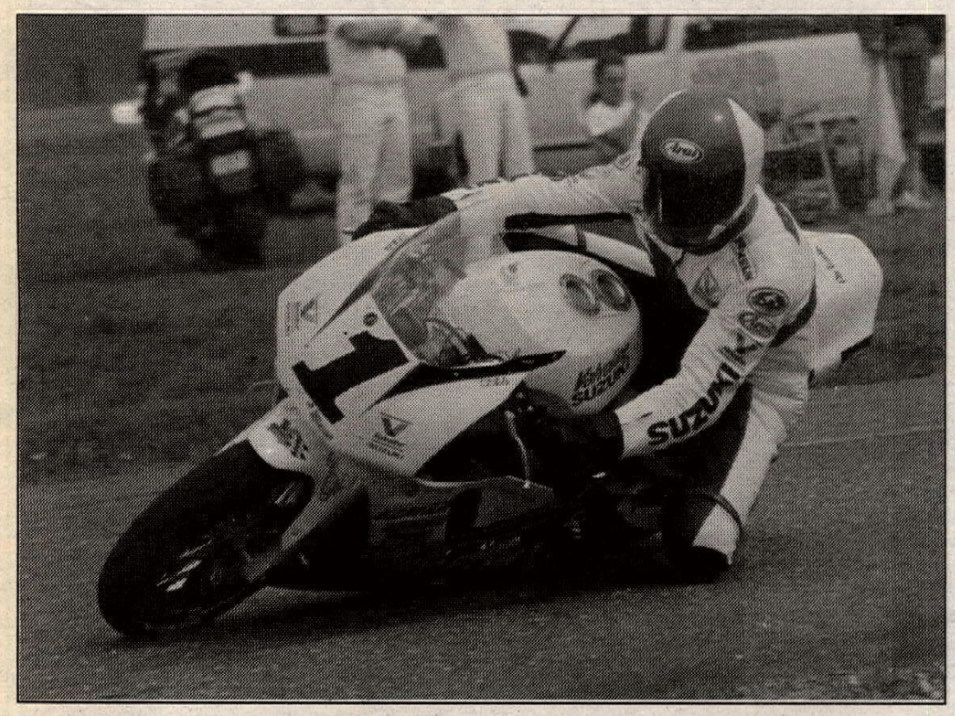
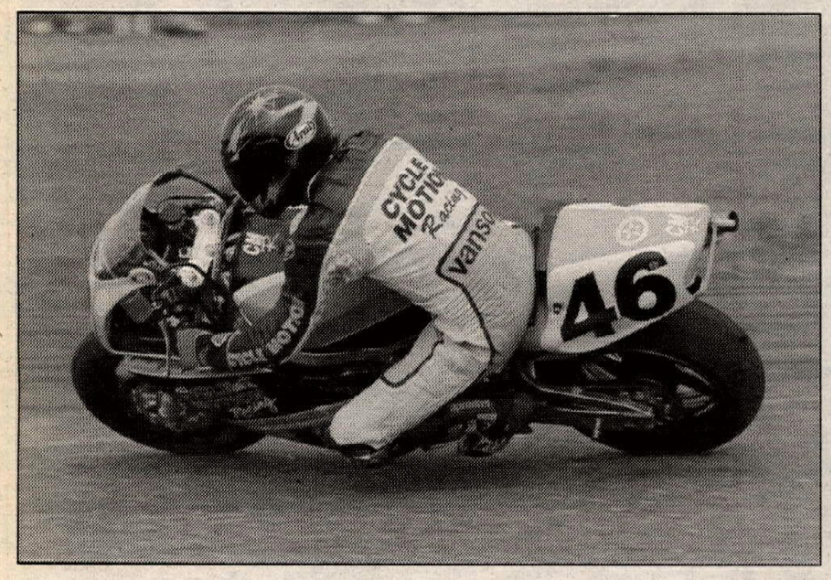
Round 1: Talladega Gran Prix

And the beat goes on...





(Left) Team Suzuki Endurance started its season off with a victory at Talladega. (Below left) Cycle Motion Racing ended up second, six laps behind. (Below) Mike Reed won the 600cc Super Stock class during sprint race action.

By Clair and Tiny Franks

TALLADEGA, AL, MAR. 26

After its solid WERA National Endurance season opening win at the Talladega Gran Prix, there was no mention of multi-time defending champion Team Suzuki Endurance going to Disney World. Team owner/manager John Ulrich did say: "No, I'm not tired of winning."

With the retirement of Team Suzuki's endurance ace Kurt Hall last year, all the other teams saw a glimmer of hope for a possible championship in 1994. But Team Suzuki appears to have secured a very capable replacement in Tray Batey, who is no newcomer to road racing. Batey teamed up with Michael Martin makes Team Suzuki Endurance appear as formidable as ever. Team Suzuki's major competition last year, Virginia Breeze Racing, was back and running well with pilots Glenn Szarek and Jeff Atwell. Cycle Motion Racing had rejoined the series, after picking up the sponsorship they needed, stepping up to challenge the perennial champs aboard a Honda CBR900R ridden by Joe Brett Williams and Dave DeVeau.

In the end, it was Team Suzuki Endurance taking the victory for an impressive beginning to its title defense. Cycle Motion ended up second, with Northwest Racing Honda third. Team Suzuki Endurance completed 261 laps of the 1.1-mile road course to Cycle Motion's 255 laps in the six-hour endurance race.

Under sunny skies with a light breeze and temperatures in the mid-70s, the grid was set. As the flag flew, Team Pearls Suzuki pulled a giant wheelie off the line while engaged in a three-bike drag race into turn one. Team Suzuki inched ahead of Virginia Breeze for the lead with Team Pearls in tow. The second and third waves also poured cleanly through turn one, with Cycle Motion charging through traffic from their third wave start.

Surprisingly, Light Speed Racing was an early front-runner, having gotten a great start and pushing their Middleweight class leading Honda 600 up among the Unlimited machines. Riding the wheels off the machine, Light Speed circulated in third as Team Suzuki started to pull away from the field.

From the start, Virginia Breeze appeared unable to answer Team Suzuki's top-end power down the back straight as Martin began to steadily pull away. Arclight Racing, on a Honda CBR900R, moved into fourth overall while Cycle Motion had moved up to fifth from the third wave in less than 15 minutes.

Team Suzuki soon opened up a comfortable lead with Martin turning conservative one-minute plus lap times, while Virginia Breeze began to fall further off the pace and lose positions to Light Speed, Cycle Motion and Arclight. Virginia Breeze got a break when the red flag was brought out after ASA Racing's Honda crashed while braking for the "Esses", and wound up too close to the racing line for the competition to safely continue.

Though the red flag would allow Virginia Breeze to cure whatever was ailing their machine, it was bad news for Cycle Motion because the restart would be from the original grid positions, evaporating the team's charge from the third wave to fourth place.

Several teams used the down time to refuel and make a rider change. When the second green flag fell, Virginia Breeze appeared healthy again, flying into the lead with Team Suzuki in hot pursuit. Team Pearls was running in the third spot while Cycle Motion was on the drive again, passing several machines per lap. Three laps into the restart, Batey pushed the potent Team Suzuki entry past Virginia Breeze on the exit of the sweeper turn. Virginia Breeze tried to answer the challenge by late-braking into the "Esses", but lost the line as Team Suzuki pulled to a five-bike-length lead down the front straight. Talladega Gran Prix regular Batey then began putting together a string of sub 59-second lap times to further increase Team Suzuki's lead.

Virginia Breeze now ran a distant second with Arclight Racing third, Light Speed fourth and Cycle Motion again moving into fifth from way down in the field. Just past the one-hour mark, Light Speed got by Arclight to take over third place, and Cycle Motion also moved up to challenge Arclight for fourth and take the spot.

With an hour and a half gone, Batey continued to turn sub-minute lap times, lapping the field up to sixth place, with Virginia Breeze settling into one-minute plus laps for second. Hour two saw a shuffling of some spots as Virginia Breeze, suffering from mechanical woes, again fell off the pace. Cycle Motion assumed second place, two laps down, followed by Arclight Racing in third and Light Speed just 19 seconds back.

At the next series of pit stops, Arclight was able to move past Cycle Motion for second with H&H racing cracking the top five in fourth place. Light Speed racing had dropped back to fifth. Team Suzuki, with Martin back in the saddle, continued to circulate in the lead, easily picking through traffic. At the four-hour mark, Cycle Motion regained second place, now four laps down, with Arclight in third. Early leader Virginia Breeze had fallen off the pace with an electrical problem, but was back on the charge, running 10th overall. Royale Racing had taken over the Middleweight lead after Light Speed ran into trouble and dropped to 17th overall.

In hour five the top two spots remained the same, with Team Suzuki now six laps ahead of second-place Cycle Motion. Northwest Honda Racing had moved into third with Red Hot Racing taking the fourth spot. There was yet another change in the Middleweight ranks with TKO Racing and Nicholson's Ann Arbor moving into the first and second spots, respectively, while Royale Racing had dropped to ninth overall.

With less than an hour remaining, another red flag flew due to oil on the track. Team Suzuki again grabbed the lead on the restart, but Virginia Breeze - 13 laps down on the field - stepped back up to challenge for bragging rights. The late-race battle charged up the crowd and provided some hot action as the two rivals tried to out-brake each other in every turn. But after five laps, Team Suzuki opted to take no chances and allowed Virginia Breeze to pass. None of that mattered as Team Suzuki rolled to the checkered flag for its first win of the season and 93rd overall victory. Cycle Motion crossed the line second ahead of Northwest Honda Racing. Heavyweight Production winner Red Hot Racing finished fourth overall, and H&H Racing brought its production FZR1000 home in fifth.

"We changed the tires (from Dunlop to Michelin) we're riding on this year," Batey said. "Keith (Perry, Team Suzuki's crew chief) wanted to try some different tire compounds. They all worked well, with the final tire my personal favorite."

SPRINTS

The red-flag-marred Michelin 600cc Super Stock race was another barnburner, with Kawasaki-mounted Mike Reed out to continue his winning ways. At the start, Reed charged into the lead with Grant Lopez tucked in behind him. Reed and Lopez battled in every corner for three laps until Lopez pushed ahead of Reed. Reed regained the lead on lap four after Darryl Saylor joined in the battle for the point, but the race was red-flagged due to a crash. Reed would jump into the lead on the restart and resume battling with Lopez until another crash halted the action. On the next restart it was Saylor's turn to challenge Reed for the lead, but Reed was in front when another crash brought out yet another

red flag. The race, having gone past the halfway point, was declared official with Reed as the winner.

The 750cc Super Stock saw some of the closest racing of the day. Grant Lopez was quick off the line with Patrick Ludwig and Billy Eisenacher running second and third, respectively. Several riders, including Tom Grant and the Valvoline Suzuki's of Tray Batey, David Stanton and Steve Patterson were in the hunt for the win, but Eisenacher was victoroius after a last-corner pass on Batey.

Another exciting Batey vs. Eisenacher confrontation took place in the 1100cc Super Stock event. Eisenacher seemed set to make it two wins in a row, but Batey caught him with four laps remaining. Batey tried to get past several times before driving by out of the "S's" for the lead, and then pulled away, turning several sub-59 second laps in the process. Batey garnered the win with Eisenacher finishing in the runner-up position.

Team Suzuki Endurance owner John Ulrich topped off a successful weekend by running a race of his own, albeit on a Honda RS125. Ulrich captured third place in the Formula III race, chasing Chris Rogers and Paul Black to the finish line.

Novice racing was highlighted by William Moffett's victory over Mark Reed in B Superbike Novice, while Mark Whitehurst bested Thomas Rose in the Yamaha Seca II event. Wade Buffington was the Formula Clubman winner. CN

Talladega Gran Prix
Talladega, Alabama
Results: March 26, 1994 (Round 1 of 9)

O/A: 1. Team Suzuki Endurance (Suz); 2. Cycle Motion Racing (Hon); 3. Northwest Honda Racing (Hon); 4. Red Hot Racing (Yam); 5. H&H Racing (Yam); 6. Virginia Breeze Racing (Yam); 7. Team Pearls Suzuki (Suz); 8. TKO Racing (Kaw); 9. Royale Racing (Hon); 10. Light Speed II (Hon); 11. Nicholson's Ann Arbor (Hon); 12. Cycle Nuts & Bolts (Suz); 13. Team TSBA (Kaw); 14. AMS Racing, Inc. (Yam); 15. Arclight Racing (Hon); 16. Competitive Edge Racing (Suz); 17. Amore Racing (Hon); 18. Pure Sports Racing (Hon); 19. Can-Am Racing (Suz); 20. Firestorm Endurance (Suz).

SECA II NOV: 1. Mark Whitehurst (Yam); 2. Thomas Rose (Yam); 3. Mark Mintel (Yam); 4. Kenneth Jarmusch (Yam); 5. Steven Green (Yam).

A S/STK EX: 1. Tray Batey (Suz); 2. Billy Eisenacher (Hon); 3. David Stanton (Suz); 4. Steve Patterson (Suz); 5. Grant Lopez (Hon).

B S/STK EX: 1. Billy Eisenacher (Yam); 2. Tray Batey (Suz); 3. David Stanton (Suz); 4. Grant Lopez (Hon); 5. Darryl Saylor (Suz).

A PROD NOV: 1. Shannon Silva (Suz); 2. Richard Knight (Hon); 3. Steven Green (Hon); 4. Rodney Hull (Yam); 5. William Lincoln IV (Hon).

B PROD NOV: 1. Joshua Kurt Hayes (Hon); 2. Shannon Silva (Suz); 3. Jim Delozier (Hon); 4. Steven Green (Hon); 5. Richard Knight (Hon).

C PROD NOV: 1. Joshua Kurt Hayes (Hon); 2. Richard Knight (Hon); 3. Jim Delozier (Hon); 4. Norman Hammond (Hon); 5. Steven Green (Hon).

D PROD NOV: 1. Chad Davis (Yam); 2. John Burgard Jr. (Yam); 3. Timothy Villemagne (Yam); 4. Eric Skaggs (Yam); 5. Mark Herbert Schmitt (Kaw).

B S/BK EX: 1. Billy Eisenacher (Yam); 2. Patrick Ludwig (Yam); 3. Rusty Williams (Hon); 4. Rod Burr (Yam); 5. Bryan Baire (Yam).

B S/BK NOV: 1. William Lee Moffett II (Kaw); 2. Mark Reed (Kaw); 3. Shannon Silva (Suz); 4. Allen Burnham (Suz); Terry Evans (Suz).

D S/BK EX: 1. John Thomas (Yam); 2. Pat Rowland (Yam); 3. Kevin Moore (Yam).

D S/BK NOV: 1. Paul David Conner (Yam); 2. Michael Laney (Yam); 3. Ronald Fairley (Hon); 4. Darrell Ryals (Yam); 5. Kenneth Jarmusch (Yam).

U/L TW EX: 1. Eric Ludwigsen (Hon).

U/L TW NOV: 1. William Moon (Hon); 2. Ronald Fairley (Hon); 3. Wade Buffington (Suz); 4. Eric Hornquist (Suz); 5. James Stroud (Kaw).

C S/BK EX: 1. Rusty Williams (Hon); 2. Mark Black (Hon): 3. Kenneth Melville (Hon); 4. Mike Carroll (Hon); 5. Jack Dupree (Yam).

C S/BK NOV: 1. Rob Wilson (Hon); 2. Mark Reed (Kaw); 3. Mike DeBrabant (Hon); 4. Andrew Peaslee (Hon); 5. Billy Ethridge (Hon).

F-3 EX: 1. Chris Rogers (Yam); 2. Paul Black (Hon); 3. John Ulrich (Hon); 4. John Hodgkiss (Yam); 5. Nancy Dewar (Hon).

F-3 NOV: 1. Richard Fawcett (Hon).

F-CLBMN: 1. Wade Buffington (Suz); 2. Eric Hornquist (Suz); 3. Mark Allen Hurt (Kaw); 4. Richard Fawcett (Hon); 5. K. Alan Dilworth (Suz).

C S/STK EX: 1. Mike Reed (Kaw); 2. Darryl Saylor (Hon).

F-1 EX: 1. Brian Lantz (Suz); 2. Joey Gilleland (Kaw); 3. Ray Litton (Kaw); 4. Doug Kidd (Suz); 5. Mike Pogreba (Kaw).

F-1 NOV: 1. Allen Burnham (Suz); 2. William Lee Moffett II (Kaw); 3. Shannon Silva (Suz); 4. Terry Evans (Suz); 5. Andrew Peaslee (Hon).

Upcoming Rounds
Round 2 - Braselton, Georgia, April 23
Round 3 - Grattan, Michigan, May 7

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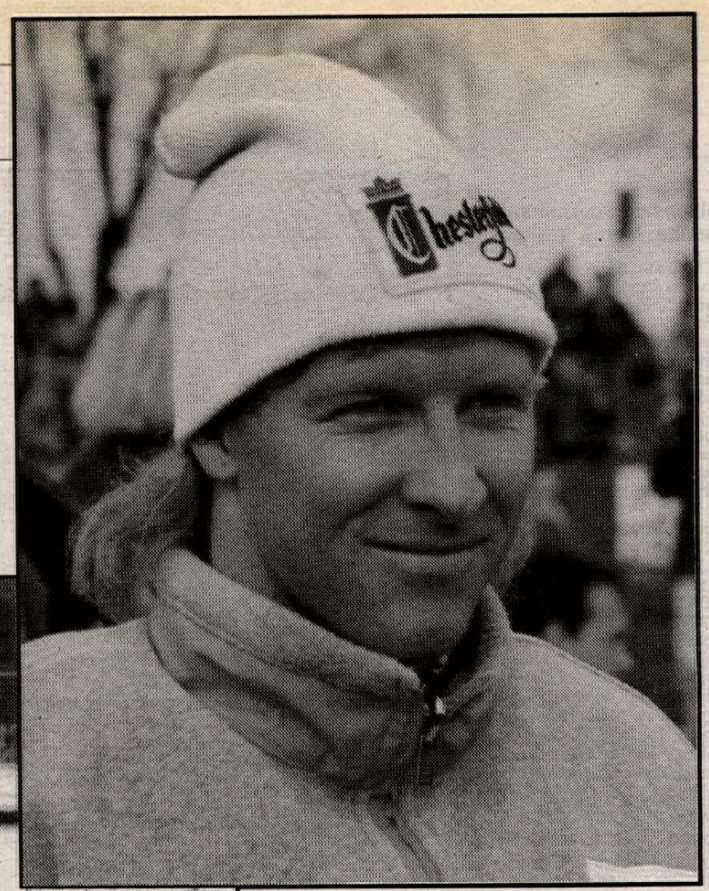
Round 2: Dutch GP

Everts retaliates



(Left) After failing to score a single point at the series opener in Spain, Belgian Stefan Everts came back in Holland to win both motos. (Above) Spanish GP winner Donnie Schmit finished fourth overall.

By Alex Hodgkinson

VALKENSWAARD, HOLLAND, MAR. 27

JHK Kawasaki's Stefan Everts put his disastrous opening GP in Spain behind him to bounce back into contention for the 250cc World Motocross title with an overwhelming double-moto win at the Dutch GP.

"I wasn't nervous that I was so far behind in the points," said Everts. "I proved last week that I am the fastest and I did it again here. I got to the front quickly in both races and kept on the gas all the way. That helped me not to lose my concentration and crash."

Marnicq Bervoets of the Johnson/Bieffe Suzuki team and Werner DeWit of the Dibo Suzuki team completed an all-Belgian podium, but Yamaha's Donny Schmit seemed every bit as delighted as Everts about his own results.

"If someone had offered me the chance of fourth place if I didn't ride, then I would have grabbed it," said Schmit. "I had to work really hard for it today, though. I bent the gear shift around the footrest on the fifth lap of the first race; I think it was just sheer determination which saw me through. I didn't ride so good in the second race as the track got even rougher - I just couldn't find my rhythm, but I ended up fourth overall." Schmit also maintained his points lead.

Defending champ Greg Albertyn, also of the Johnson/Bieffe Suzuki team, had a nightmare of a day.

"I just got out of the gate bad in the first race, and then I got sand in my goggles and crashed a few laps from the end," said the reigning champ. "The second race was even more frustrating. I got up to second and then I made a big mess of a step-up jump; I gassed it when my feet were off the footpegs and it went away. I felt like a beginner making such an elementary mistake."

The sun came out on race day to attract a big crowd and the track was raceable, but several days of rain during the week meant that the going was incredibly heavy. Only those riders whose sand technique was impeccable, and those who were incredibly fit would be prominent.

Schmit fit the latter category and got the starts he needed to give him an even chance of defending his points lead against the local sand experts.

Bervoets and De Wit led the field into turn one with Schmit close behind, but Everts was soon past them all and the Belgians rode to a 1-2-3 finish, as the American battled with his damaged shiftlever.

A pack including Yves Demaria, local hero Ton Van Grinsven, Kurt Nicoll and Peter Iven closed Schmit down at one point, but his strength prevailed and in the closing laps he was almost able to again catch De Wit, whose thumb was hurting from a morning crash.

Demaria showed determination to finish sixth, while Californian Tallon Vohland came through from a bad start to take eighth from Nicoll, even though he was troubled throughout the day by his goggles.

Pepsi team advisor Roger DeCoster could also see other problems with the U.S. member of the team. "Tallon is riding too aggressively in the early stages of the races, and making mistakes which lose him places, rather than settling down before he attacks," said DeCoster. "Yves is riding well - that was a good result for him on this track."

Vohland was passed midrace by Albertyn, as they both tried to move forward, but the champion was a very distant 10th at the flag, having bent the bars on his bike when he crashed after 20 minutes.

A host of big names had gone down in a big heap just a few hundred yards into the race. First to get dragged down as the pack hit the first ruts were Miska Aaltonen and Joakim Karlsson. Trampas Parker, Paul Malin and Rob Herring slammed into the melee in rapid succession. Restarting a long way behind the pack, after extracting their bikes from soft, glutinous mud, they all retired long before the halfway point.

Another to follow them was a sad Edwin Evertsen on the factory Honda. "I was midpack off the start, but I missed a gearshift on the first lap and flew over the bars onto my sore shoulder," said Evertsen, who had badly injured the shoulder the previous week in Spain. "I tried to continue, but I was in too much pain. I can't start in race two."

Everts holeshot race two, while Schmit, DeWit, Karlsson and Albertyn at least provided the crowd with a more entertaining race than the opener. Bervoets had started badly, and a crash on the first lap made it a hard race for him to finish fifth. "I had to take a lot of risks to get there, but I could never have won anyway. Stefan was too quick for me today," said Bervoets.

Nicoll was happier with his racing this time. "I haven't been riding again for long enough and I was afraid to find new lines as the track changed in race one," said Nicoll. "Race two was better."

Demaria again started well, in fourth, but had already crashed on lap two and rode dazed back to the paddock, while Vohland was again well back early on and had to battle along without goggles for most of the race. Parker had been amongst the points scorers in the early stages, but dropped back and eventually out.

Alessandro Puzar twice rode bravely into the points, after a big crash on Saturday had left him with internal bleeding and great pain in the groin, while Frederic Bolley twice dropped out because his knee, damaged in the opening round in Spain, made it impossible for him to use his foot in left turns. CN

Valkenswaard, Holland
Results: March 27 (Round 2 of 15)

MOTO 1: 1. Stefan Everts (Kaw); 2. Marnicq* Bervoets (Suz); 3. Werner DeWit (Suz); 4. Donny Schmit (Yam); 5. Ton Van Grinsven (Hon); 6. Yves Demaria (Hon); 7. Peter Iven (Kaw); 8. Tallon Vohland (Hon); 9. Kurt Nicoll (Hon); 10. Greg Albertyn (Suz); 11. Willie Van Wessel (KTM); 12. Andrea Bartolini (Yam); 13. Alessandro Puzar (Kaw); 14. Jaimy Scevenels (Kaw); 15. Paul Cooper (Hon).

MOTO 2: 1. Everts; 2. Joakim Karlsson (Kaw); 3. Albertyn; 4. DeWit; 5. Bervoets; 6. Schmit; 7. Nicoll; 8. Iven; 9. Jesper Jorgensen (KTM); 10. Miska Aaltonen (Hon); 11. Peter Johansson (Yam); 12. Van Grinsven; 13. Puzar; 14. Vohland; 15. Scevenels.

O/A: 1. Everts; 2. Bervoets; 3. De Wit; 4. Schmit; 5. Albertyn; 6. Karlsson; 7. Iven; 8. Nicoll; 9. Van Grinsven; 10. Demaria; 11. Vohland; 12. Jorgensen; 13. Aaltonen; 14. Puzar; 15. Johansson; 16. Van Wessel; 17. Bartolini; 18. Scevenels; 19. Cooper.

WORLD CHAMPIONSHIP 250cc SERIES POINT STANDINGS (After 2 of 15 rounds): 1. Schmit (58); 2. Albertyn (54); 3. Demaria (44); 4. Bervoets (41); 5. Everts (40); 6. DeWit (34); 7. Nicoll (33); 8. Karlsson (26); 9. Bartolini (25); 10. Iven (21); 11. Trampas Parker (20); 12. Rob Herring (19); 13. Vohland (18); 14. Van Grinsven (15); 15. Paul Malin (14); 16. Johansson (13); 17. Michele Fanton (10); 18. (TIE) Jorgensen/Aaltonen (7); 20. (TIE) Collin Dugmore/Puzar (6); 22. (TIE) Van Wessel/Scevenels (5); 24. Cooper (3).

Upcoming Rounds:
Round 3 - Schwanenstadt, Austria, May 1
Round 4 - Emee, France, May 8

World Championship 125cc MX Series

Round 1: Italian GP

Moore too much

By Alex Hodgkinson

GALLARATE, ITALY, MAR. 27

Bob Moore made a triumphant return to the 125cc World MX Championship when he won the opening round of this year's series at the spectacular Malpensa track on a hillside adjacent to the international airport of the northern Italian city of Milan.

The Californian, reunited with the Rinaldi team to lead the Yamaha assault on the 125cc crown, won the first moto by five seconds over Mauro Dal'Lago, the newcomer to the Italian federation-backed Honda team. Defending champion Pedro Tragter had been restricted to seventh in the opening race, but bounced back to run out a 17-second win over Moore in race two.

Moore was not the only prominent American. Holeshot king Bader Manneh ended the day fourth overall, relieving the gloom for the Italian Carpi Suzuki team. Their leading rider, Dave Strijbos, went home pointless from a DNF-26 day, while John Van den Berk, another ex-champion on the squad, had not even qualified for the race. Strijbos had spent four days in a hospital the previous week and was riding with a broken nose, the result of being attacked in his Dutch homeland by a gang wielding baseball bats. That incident is believed to be connected to his relationship with the girlfriend of another rider.

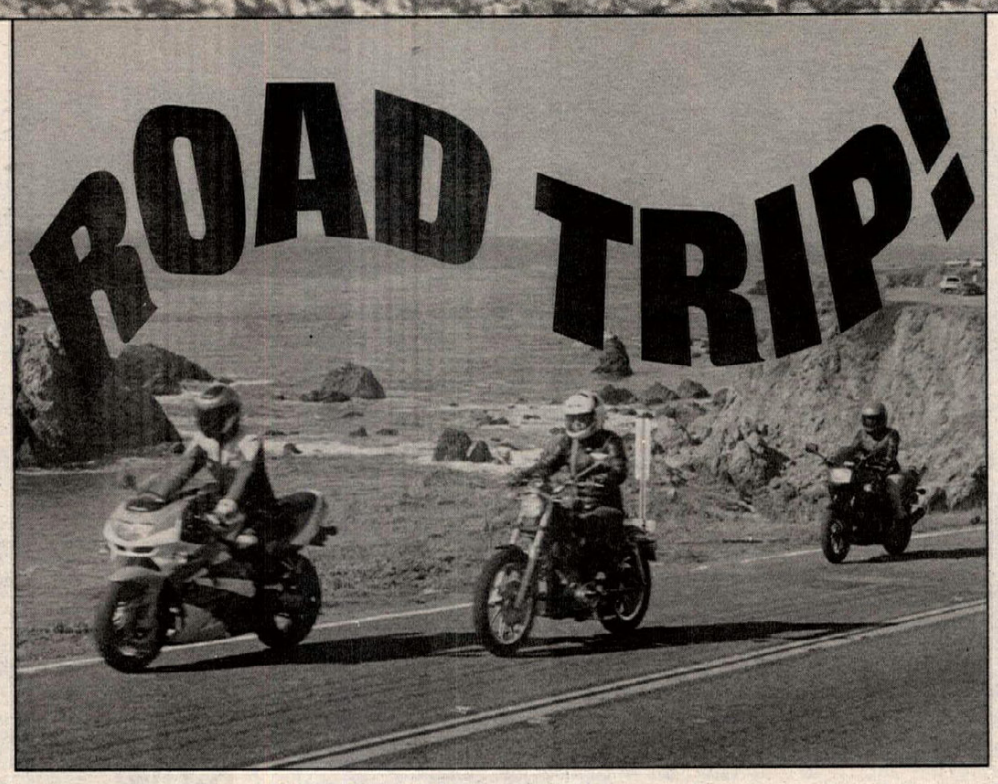
French teenager Mikael Pichon was another title favorite to go home pointless. He crashed out of the first race three laps from the end and was unable to start race two. CN

Gallarate, Italy
Results: March 27, 1994 (Round 1 of 12)

MOTO: 1. Bob Moore (Yam); 2. Mauro Dal'Lago (Hon); 3. Frederic Vialle (Kaw); 4. Mikael Maschio (Yam); 5. Bader Manneh (Suz); 6. Peter Beirer (Suz); 7. Pedro Tragter (Suz); 8. Alessandro Belometti (Hus); 9. Nathan Shelton (Hon); 10. Petr Kuchar (Hon); 11. Alesso Chiodi (Hon); 12. Alex Bartolini (Suz); 13. Marcel Van Drunen (Suz); 14. Philippe Dupasquier (Yam); 15. Roy Snellingen (Suz).

MOTO 2: 1. Tragter; 2. Moore; 3. Chiodi; 4. Manneh; 5. Shelton; 6. Beirer; 7. Dal'Lago; 8. Belometti; 9. Kelly Swanson (Suz); 10. Dupasquier; 11. Christian Stevanini (Hon); 12. Bartolini; 13. Kuchar; 14. Werner Muller (Suz); 15. Jochen Jasinski (Kaw).

O/A & STANDINGS: 1. Moore (37); 2. Tragter (29); 3. Dal'Lago (26); 4. Manneh (24); 5. Chiodi (20); 6. Beirer (20); 7. Shelton (18); 8. Belometti (16); 9. Vialle (15); 10. Maschio (13); 11. Kuchar (9); 12. (TIE) Dupasquier/Bartolini (8); 14. Swanson (7); 15. Stevanini (5); 16. Van Drunen (3); 17. Muller (2); 18. (TIE) Jasinski/Snellingen (1).



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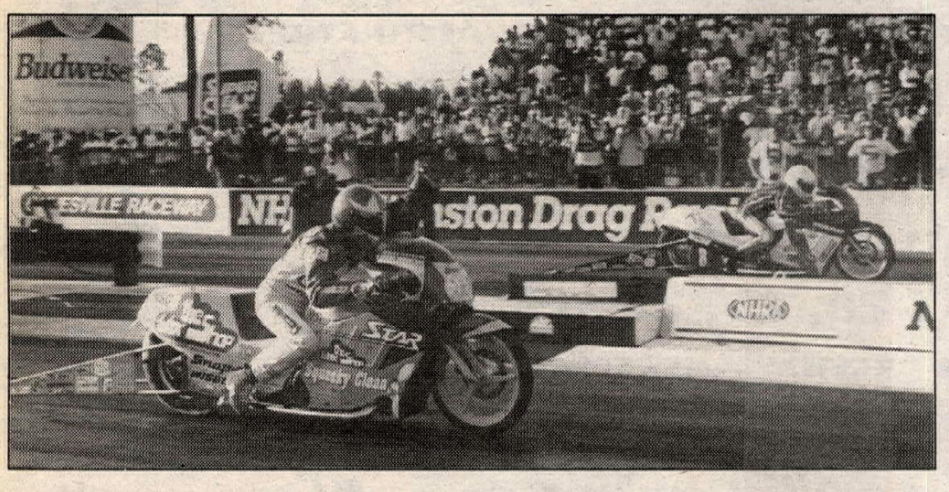
Mike Brown (92) had another perfect weekend as he swept both motos in the 125 and 250cc A classes during round two of the AMA MegaSeries at Hidden Acres MX. (Below) John Myers (near) halted David Schultz's seven-race win streak and scored a final-round victory over Michael Phillips during the Mac Tools Gatornationals in Gainesville, Florida.



NHRA Winston Drag Racing Series: Round 2

Myers stops Schultz in Gainesville

By Todd Veney

GAINESVILLE, FL, MARCH 18-20

David Schultz still has the NHRA Pro Stock points lead, but his historic, seven-race win streak is exactly that - history. John Myers, runner-up to Schultz for the 1993 NHRA Championship, defeated his rival in the Mac Tools Gatornationals semifinals and then overpowered first-time finalist Michael Phillips for his first victory since the Springnationals in Columbus, Ohio, last June.

That was the last time anyone not named Schultz scored a win - eight events and 30 rounds ago - when Schultz red-lighted by just four-thousandths of a second in an in-the-bag first-round race with Steve Johnson. Schultz's foul against Myers at the Gatornationals was by the same margin, .004 seconds, but this time he likely would have lost, anyway, because Myers was slightly quicker, at 7.69/172.51 to 7.70/173.77.

"I saw the red and knew I won, so when I had no high gear, it didn't matter. I think he (Schultz) red-lighted because he knew what we were running," said Myers, who came to know the other side of that story late last year, when Schultz's Sunoco Suzuki was dominating every stop on the NHRA/Winston tour.

Schultz concurred. "You could look at his performance here and see that it was time to do something," he said of Myers, who was faster than everyone on George Bryce's Star Racing Suzuki after the opening qualifying session. "What happened is I came down a little too far in my clutch adjustment," said Schultz, who, for once, was without room to spare.

Myers had trouble engaging fifth gear against Schultz and still ran a 7.69, which had him feeling confident about the final with Phillips, the 25-year-old, Houston-based rider on Harry Lartigue's GSXR.

Phillips qualified in the middle of the quickest field in Pro Stock history. Facing former Houston winner Ron Ayers, who qualified just one position and .010 seconds behind him with a 7.74, Phillips got off the line in round one with a .044 reaction time and edged Ayers' Mac Tools Suzuki, 7.75/167.53 to 7.79/171.03. He plunged into the 7.80s in the second round, but that didn't matter against surprise pole qualifier Hector Arana, who took off before the "Christmas tree" was activated. Phillips then ran just 7.86/169.49 in his holeshot semifinal win over Jeff Dewar (7.80/168.25).

Myers wasn't out of the 7.60s all weekend. He qualified second with a 7.615, just five-thousandths off Arana's record pace, and was the only racer consistently in the 7.60s on Sunday. Myers pounded John Sachs by a full quarter of a second in the first round, 7.64/173.61 to 7.89/166.05, and needed a 7.65/174.35 in the second round to edge Smith's right-there 7.69/173.57. After the liberating semifinal win over Schultz, Myers found himself with an unheard-of .15-second cushion on Phillips.

In the final, Phillips did his job at the line and got the holeshot on Myers, .436 to .511, but the lead was gone by half-track.

"I could see him out there, but I knew I was gonna catch him," Myers said. "We took it a little easy with the clutch to make sure I wouldn't red-light, and I gained on him the whole way down." Myers' 7.67/174.21 to 7.84/169.42 victory was his first at the Gatornationals since 1990, his first full season, when his final-round 7.69 made him the quickest rider in Pro Stock. CN

Results

P/S: John Myers (Suz) 7.67/174.21, def. Michael Phillips (Suz) 7.84/169.42.
1994 NHRA WINSTON POINTS STANDINGS (After 2 of 11 events): 1. David Schultz (1910); 2. John Myers (1856); 3. Russ Nyberg (1452); 4. Michael Phillips (1438); 5. Hector Arana (1304); 6. John Smith (1048) ; 7. Jim Bernard (848); 8. John Sachs (848); 9. Jamie Hochbaum (818); 10. Ron Ayers (744).

AMA Southeastern Regional C'ship MegaSeries: Round 2

Brown goes two for two at Hidden Acres

By Barbara Williams
Photo by Loren Williams

KINGSPORT, TN, MAR. 24

Mike Brown smashed the A classes, and Hidden Acres smashed its second entry record in a row when well over 400 riders from Alabama to northern Virginia converged on the improved track for round two of the 1994 AMA Pizza Plus Southeastern Regional MX Championship MegaSeries.

"Our opener was over 350 riders," said Hidden Acres' Roger Smith. "And this is the largest crowd we've ever had. We hope to send them home happy about a great day of racing."

Brown, backed by Jim's Motorcycle Sales, got the best return for his few hours of sleep on Saturday night. Brown notched fourth in the 125cc class at the Indianapolis round of the AMA Camel Pro Supercross Series, then drove all night to make the Hidden Acres race. Brown delivered both the 125 and 250cc A wins, pocketing $320 for his afternoon fun.

Brown's only serious challenge came when Kevin Walker grabbed the holeshot in the first 125cc A moto. Walker led the pack for two laps with Brown all over his fender, looking for an opening. At the halfway mark, Brown powered into the lead on the back stretch. Walker gave chase, but half a lap later his YZ rolled to a stop in a cloud of smoke and he could only watch glumly as Brown skipped to the win.

Brown produced his usual holeshot in moto two with Brad Strunk close at hand, then Shane Templeton. While Brown opened up a lead, Templeton, in third, was busy looking for a way to get around Strunk. Shawn Schultz ran fourth. Halfway through the six-lap contest, Schultz surprised Templeton in a turn and took over third. As Schultz set his sights on Strunk, Templeton struggled to regain momentum. At the checkered flag Brown topped moto two and scored the overall win. He was followed in the overall standings by Strunk, Templeton, Schultz and Tim Hodock, respectively.

The 250cc A class was also a romp for Brown, as he blasted around the jumps, turns and whoops at Hidden Acres en route to 1-1 moto scores. Walker turned in consistent runner-up placings for second overall while Strunk's 3-3 score took third overall. Mike Nutter traded fourth-place moto finishes with Schultz, who finished fourth overall, while Templeton completed the top five. CN

Results

50 (4-6): 1. Michael Ridge (Yam); 2. Jordan Oxley (Yam); 3. Blake Home (Yam); 4. Cory Strickland (Yam); 5. Jake Posey (Yam).
50 (7-8): 1. Stephen Martin (Yam); 2. Rob Wooden (Yam); 3. Chase Jones (Yam); 4. Ross Pruitt (Yam); 5. Brandon Green (Yam).
65: 1. Joshua Summey (Kaw); 2. Chad Hampton (Kaw); 3. R. Joey Garnes (Kaw); 4. Jeffrey Fields (Kaw); 5. Adam Wilson (Hon).
80 BEG: 1. Neil Thompson (Hon); 2. Tanner Jones (Yam); 3. Chris Willis (Kaw); 4. Aaron Thompson (Yam); 5. Daniel Tesh (Kaw).
JR MINI: 1. Jeff Gibson (Kaw); 2. Joshua Summey (Kaw); 3. Ben Riddle (Kaw); 4. Chad Hampton (Kaw); 5. Chris Willis (Kaw).
SR MINI: 1. Josh Scott (Kaw); 2. Paul Justus (Yam); 3. Brian Hodges (Yam); 4. Jon Boy Monk (Hon); 5. Hans Neel (Suz).
SCHBY: 1. Jon Boruff (Hon); 2. Scott McMillan (Kaw); 3. Brad Edwards (Kaw); 4. Jeffery Ryan (Kaw); 5. Ben Riddle (Kaw).
125 A: 1. Mike Brown (Hon); 2. Brad Strunk (Suz); 3. Shane Templeton (Suz); 4. Shawn Schultz (Kaw); 5. Tim Hodock (Yam).
125 B: 1. Jimmy Briggs (Hon); 2. Jon Boruff (Hon); 3. Kris Swaney (Hon); 4. Phillip Myers (Kaw); 5. Brian Thornburg (Yam).
125 C: 1. Kurt Sims (Kaw); 2. Rodney Wise (Suz); 3. Justin Moy (Yam); 4. Eric Burrell (Hon); 5. Brad Edwards (Kaw).
125 D: 1. Clark Carter (Hon); 2. John Thompson (Hon); 3. Dwayne Hommel (Suz); 4. Scotty Moyers (Kaw); 5. Scott Davis (Suz).
250 A: 1. Mike Brown (Hon); 2. Kevin Walker (Yam); 3. Brad Strunk (Suz); 4. Shawn Schultz (Kaw); 5. Shane Templeton (Suz).
250 B: 1. Kris Swaney (Hon); 2. Jimmy Briggs (Hon); 3. Brian Thornburg (Yam); 4. Mike Keller (Hon); 5. Alan Anderson (Kaw).
250 C: 1. Kurt Sims (Kaw); 2. A. Jamie McCoy (Yam); 3. John Clendenon (Kaw); 4. Wesley McCoy (Yam); 5. Billy Williams (Kaw).
250 D: 1. Bobby Russell (Hon); 2. Anthony Bridges (Hon); 3. Scott Davis (Suz); 4. J. Travis Jennings (Hon); 5. Mitch Clark (Hon).
OPEN AM: 1. Chris Shortridge (Hon); 2. Ron Jones (Hon); 3. Larry Sparks (Hon); 4. Tony Smith (Hon); 5. Robby Neal (Kaw).
25+ A: 1. Shane Templeton (Suz); 2. Chris Shortridge (Hon); 3. Barry Tapp (Suz); 4. Jay Hayes (Hon); 5. Timmy Bowman (Hon).
25+ B: 1. Mike Keller (Hon); 2. Larry Sparks (Hon); 3. Jeff Dodgen (Yam); 4. Darrell Bailey (Hon). 5. Randall Rowe (Hon).
25+ C: 1. A. Jamie McCoy (Yam); 2. Joey Singleton (Hon); 3. Bobby Ousley (Kaw); 4. Jeff Lester (Kaw); 5. Jim Coley (Yam).
30+ A: 1. Ron Jones (Hon); 2. Timmy Bowman (Hon); 3. Larry Harrison (Suz); 4. Randy Roberts (Hon).
30+ B: 1. Jeff Dodgen (Yam); 2. Joe Williams (Suz); 3. Brian Patterson (Kaw); 4. Brad Wilkerson (Yam); 5. Ron Nelson (Hon).
30+ C: 1. Rick Oxley (Hon); 2. Joey Singleton (Hon); 3. David Brown (Hon); 4. G. Allen (Kaw); 5. Roger Davis (Hon).
35+: 1. Ron Nelson (Hon); 2. Cliff Ducker (Yam); 3. Robby Dyer (Suz); 4. Mike Powers (Yam); 5. Hal Jarvis (Hon).
40+: 1. Brian Patterson (Kaw); 2. Rick Oxley (Hon); 3. Johnny Gibson (Yam); 4. Steve Riddle (Kaw); 5. Terrell Welborn (Suz).
48+: 1. Terrell Welborn (Suz); 2. Ted Shortridge (Suz).
U/L AM: 1. Jay Hayes (Hon); 2. Chad Anderson (Kaw); 3. Tony Smith (Hon); 4. Jeff LaFleur (Hon); 5. Eric Burrell (Hon).
4-STRK: 1. Jeff LaFleur (Hon); 2. Stephen Tipton (Hon); 3. Robby Dyer (Suz); 4. Mike Powers (Yam); 5. Hal Jarvis (Hon).
ENDR-N/C: 1. David Whitson (Hon); 2. Brian Renfro (Hon); 3. Cletis Greene (Hon); 4. Tommy Hicks (Yam); 5. Randy Randolph (Hon).

Johnson takes five at Turlock OTHG Motocross

By J.R. Canaguier

TURLOCK, CA, MARCH 19-20

Michael Johnson made a clean sweep of five grueling 20-minute motos to capture a well-deserved overall win in the OTHG Expert class during the Over-The-Hill Gang National MX at the Oatfield MX facility.

The Oatfield track was groomed to perfection, but soon became a gnarly battlefield for some of the fastest Vet riders in the state. Johnson's victory was not exactly a runaway, for moto one began with a dogfight between Johnson, Craig Christian and Mark Nason. As the three exchanged the lead several times, it was anyone's guess who would hang in there. But around lap 10, Johnson made his final move to the front and cruised in for the win. The rest of the motos were virtual repeats of the first, which provided some of the best motocross racing action anyone could ask for.

The Intermediate class saw a couple of old masters put on a real show for the kids as Craig Schultz and Bob Hershey ran off and had a race of their own for two motos. Much to the relief of the rest of the class, neither of the senior citizens of motocross returned for Sunday's intermediate motos, opting to conserve their energy for the

OT Master class. Picking up the pieces in the OTHG Intermediate class was John Yates, who put together consistent rides in all motos to take the overall without winning a single moto, and in spite of a lot of heat from hard-charging Alex Chellew, who won both motos on Sunday.

The largest class of the event, the OTHG Beginner, was one of the most exciting to watch largely because it was filled with riders of varying skill levels, both sexes, and a few first-timers thrown in for good measure. No, they weren't blinding fast, but they endured the torture of the rough Oatfield track and they formed little groups, all having their own races, which made for some thrilling moments for everyone on and off the track. When the dust settled on Sunday afternoon, Wayne Matheny took the overall win with Rick Mikulski keeping him honest by virtue of a strong second-place finish.

Results

OTHG BEG: 1. Wayne Matheny; 2. Rick Mikulski; 3. Jim Kubo; 4. Frank McNally; 5. John Dougherty.

OTHG NOV: 1. Paul Montgomery; 2. Doug Dodge; 3. Ken Gourley; 4. John Dirickson; 5. Matt Rodgers.

OTHG INT: 1. John Yates; 2. Alex Chellew; 3. Doug Barham; 4. Mark Stepovich; 5. Dave Harrell.

OTHG EX: 1. Michael Johnson; 2. Mark Nason; 3. Craig Christian; 4. Dave Montgomery; 5. Troy Deherrelen.

OT AM 1. Keith Little; 2. Chuck Wall; 3. J.R. Canaguier.

S/SR AM: 1. Fred Parson; 2. Stan Woods; 3. Don McKenzie.

S/SR EX: 1. Tony Armada; 2. Gene Higginbotham; 3. Gene Hrobsky.

SR EX: 1. Phil Frisbie; 2. Leroy Francaro; 3. Ervin Ritenburg.

OT EX: 1. Brad Smith; 2. Patrick Smith; 3. Richard Schilling.

OT MSTR: 1. Bob Hershey; 2. Steve Machado; 3. Craig Schultz.

SUP: 1. Brain Wall; 2. Guy Matheny; 3. James Matheny; 4. Ben Sorenson; 5. Wayne Stuart.

125/250 SPTSMN: 1. Steve Machado Jr.; 2. Thomas Hampton; 3. Eric Palman; 4. Jon Soisrth; 5. Kevin Nunn.

80 SPTSMN: 1. Tony Rabeneau; 2. Adam Huffer; 3. Austin Cummings.

Eggman scrambles to Tucson Motocross win

By Dave Shelton

TUCSON, AZ, MAR. 20

Pat Eggman holeshot his way to the front of the 250cc Intermediates to secure the overall victory at Mountain View Off-Road Raceway in Tucson, with wins in both motos.

The Salazar Auto-sponsored rider was able to get out front early in moto one and was never seriously challenged by runner-up overall finisher Mike Calhoun. When Calhoun later faded a bit, Brian Highsmith was able to capitalize and take second. But Calhoun's moto scores of 3-3 earned him second overall due to a faster Carey Kent Jr. being taken out at the start of the first moto (sixth place was the end result for Kent).

The first-turn melee resulted when eventual 125cc Intermediate class winner Jeff Piasecki slammed into Kent's rear wheel. This sent Kent's CR, now riderless, into the path of Frank Febbo, taking him completely of the track, while Kent went flopping down the course like a rag doll caught in the spin cycle. Eggman, Highsmith and Calhoun finished in the top three spots, respectively.

The second moto was of a kinder, gentler sort and without the earlier problems. Eggman and Calhoun were up front, when Kent made a picture-perfect block pass on Calhoun, with one lap and three turns to go, to secure second place. Febbo grabbed fourth place with Highsmith in tow for fifth, which earned him third overall.

Justin McMurrich was again the Pro class winner.

The Big Bike Trophyless Rider class saw a spirited Jamie DelaOssa take his Suzuki to the front late in both motos to secure his first-ever winning trophy. Bill Harden made things tough by holeshooting and leading all except the last two laps of each moto, taking second in both. Flint Matchett was third.

A couple of Bomber class entries ran with the vintage guys, and Jesse Towle was able to secure first place on his old, but shiny, YZ125 ahead of David Hargrove on a YZ250. Both Vintage class motos had Ken Lusk on a CZ in the top spot ahead of Tom Seagroves on a Husky and Chris Reed, also on a CZ, in third. The rather loud Vintage Four-Strokes class saw overall winner John Scott on a Triumph trade wins with the BSA of Craig Skinner.

Results

50 NOV D-1: 1. (Tie) Steve Schwartz (Yam); Jason Ware (Hon); 2. Estevan Moreno (KTM); 3. John Bradley (Yam); 4. Bobby Stewart (Yam); 5. Tommy Shinn (KTM).

50 NOV D-2: 1. Ranel Cox (Yam); 2. Michael Beaver (Yam); 3. Sean Shelton (Yam);.

50 MOD: 1. Ranel Cox (Yam); 2. Michael Beaver (Yam); 3. Sean Shelton. (Yam);

60 (0- 8): 1. Brandon Capone (Kaw); 2. Sean Shelton (Kaw); 3. Joshua Reed (Kaw); 4. Paul Pearcy (Kaw); 5. Ranel Cox (Kaw).

60 (9- 11): 1. Ryan Wilson (Hon); 2. Andrew Moreno (Kaw); 3. Paul Berger Jr. (Kaw); 4. Cody Beard (Kaw).

60 MOD: 1. Ryan Wilson (Hon); 2. Andrew Moreno (Kaw); 3. Brandon Capone (Kaw); 4. David Moreno (Kaw); 5. Paul Pearcy 'Kaw).

80 BEG: 1. Brandon Gillman (Suz); 2. Richard Kutbach (Hon); 3. Dennis Umphres (Yam); 4. Paul Sosinski (Kaw); 5. Jeremy Lastovica (Yam.

80 NOV: 1. Nick Beaver (Yam); 2. Michael Sullivan (Suz).

80 MOD: 1. Nick Beaver (Yam); 2. Michael Sullivan (Suz); 3. Matthew Stevens (Suz); 4. Tom Duncan (Yam); 5. Brandon Gillman (Suz).

125 BEG: 1. Shawn Dunne (Yam); 2. Ray Penski (Suz); 3. Geoff Henderson (Suz); 4. Marty Hernandez (Yam); 5. Jerry Davis (Yam).

125 NOV: 1. Mark Sullivan (Suz); 2. Casey Peck (Yam); 3. Richard Mequia (Hon); 4. Greg Ruiz (Hon); 5. Brandon Howard (Suz).

125 INT: 1. Jeff Piasecki (Suz).

250 BEG 1. Adam Bode (Hon); 2. Steven Hanson (Hon); 3. Richard Miller (Kaw); 4. Keith Mott (Yam); 5. Toby Squires (Kaw).

250 NOV: 1. Ken Howden (Suz); 2. Jeff Homoki (Hon); 3. Chuck Bisceglia (Hon); 4. Thomas Stuckey III (Yam); 5. John Rogers (Hon).

250 INT: Pat Eggman (Yam); 2. Mike Calhoun (Kaw); 3. Brian Highsmith (Yam); 4. Carey Kent Jr. (Hon); 5. Frank Febbo (Hon).

OPEN BEG: 1. Brad Steinberg (Hon); 2. Steve Garrison (Hon); 3. John Beaver (Hon); 4. Todd Scoggin (Hon); 5. Tom Shinn (Hon).

SR NOV: 1. Stacey Miller (Yam); 2. Ranel Cox (Kaw); 3. Rocky Robling (Yam); 4. Mark Anderson (Hon); 5. Eric Nyysti (Hon).

PRO: 1. Justin McMurrich (Hon).

80 TROPHYLESS RDR: 1. Craig Durkee (Hon); 2. Thomas Stanton (Suz); ; 3. Kenton Durkee (Hon); 4. Jeff Osterhoudt (Suz); 5. John Doty (Hon).

BIG BIKE TROPHYLESS RDR: 1. Jamie DelaOssa (Suz); 2. Bill Harden (Hon); 3. Flint Matchett (Yam); 4. Jeff Walker (Suz); 5. Michael Romero (Yam).

BOMBR: 1. Jesse Towle (Yam); 2. David Hargrove (Yam).

VINT: 1. Ken Lusk (CZ); 2. Tom Seagroves (Hus); 3. Chris Reed (CZ).

VINT 4-STRK: 1. John Scott (Tri); 2. Craig Skinner (BSA); 3. Mike Haracourt (Tri); 4. Matt Haracourt (BSA).

Paladino sails to CMA Hollister Hills Motocross finale

By Tim Quinn

HOLLISTER HILLS,CA, MAR. 20

Dan Paladino stormed to the 250cc Pro win at the final round of the Bieffe USA/California Motocross Association's California Winter Series at the Hollister Hills ORV MX track.

When the gate dropped for the first moto, the Any Rider Kawasaki/AXO-sponsored Paladino pulled the holeshot with Trevor Meagher hot on his tail. Following the two riders were Pat Gomm, Jon Nicolaus and Dustin Bloomfield. The moto was hard fought between the two lead riders all moto long, with Meagher trying continuously to pass Paladino, but unable to do so. Meagher's favorite spot to attempt his move was at the top of the horseshoe uphill turn. Paladino protected his lines effectively, rendering Meagher's pass attempts futile. The two riders battled to the wire with Paladino grabbing the win ahead of Meagher, Bloomfield, Gomm and Nicolaus.

Moto two saw Meagher grab the holeshot, sandwiched between Tyler Hummel on the outside and Paladino on the inside. Bloomfield tried to make a move to the front, but Paladino forced him high to the outside of the berm. As lap one concluded, Gomm had worked into the top five. Meagher continued to lead the race, but not without challenge from Hummel and Paladino. By the third lap, Paladino had found his way into second place, getting around Hummel and setting his sights on Meagher. Gomm dropped his Yamaha and, unable to regain his form, ended up pulling out of the race. Hummel also succumbed to difficulties, dropping his Kawasaki and deciding to discontinue the event. The rest of the field was left to battle for the day's points.

Tony Flores became a player in moto two, with the Yamaha rider battling with Jon Nicolaus throughout to eventually finish fourth. Bloomfield once again rode consistently and finished the moto in third. Paladino showed his determination to take the overall by out-powering Meagher at every opportunity. On his way to the victory in moto two, Paladino spent as much time in the air with outrageous leaps off the jumps as he did on the track. In the end, Meagher was no match for Paladino, who again took the moto win and also the overall victory, with Meagher second, Bloomfield third, Flores fourth and Nicolaus fifth.

Results

50 BEG (0-8): 1. Anthony Houser (Yam); 2. Nick Moore (Itj); 3. Adrien Figueroa (Yam); 4. Dustin Johnson (Yam); 5. Jeremy Fuller (Yam).

50 NOV (0-8): 1. Cory McDaniel (Yam); 2. Bobby Morello (Yam).

50 NOV MOD: 1. Raymond Navarro (Yam); 2. Jeffrey Stark (Yam).

PW 80: 1. Wesley Patterson (Yam); 2. Christopher Soetaert (Yam); 3. Pat Patterson (Yam).

60 BEG (0-8): 1. Bobby Morello (Kaw); 2. Adrien Figueroa (Kaw); 3. Anthony Houser (Kaw); 4. Jacob Horan (Kaw); 5. Raymond Navarro (Kaw).

60 BEG (9-11): 1. Logan Masterson (Kaw); 2. Jason Waite (Kaw); 3. Travis Patterson (Kaw); 4. Tyson Tiago (Kaw).

60 NOV (0-8): 1. Nick Davis (Kaw); 2. Cory McDaniel (Kaw).

60 NOV (9-11): 1. Christopher Loredo (Kaw); 2. Aaron Casados (Kaw).

80 BEG: 1. John Carilli (Hon); 2. Darin Pellin (Kaw); 3. Lee McLaughlin (Yam); 4. Joe Archutowski (Hon); 5. Brian Buckreus (Suz).

80 NOV: 1. Auggie Rodriguez (Yam); 2. Michael Patterson (Kaw); 3. Mike Newnham (Hon); 4. Graham Farmer (Hon); 5. Danny Ornelas (Suz).

80 INT: 1. Jess Medley (Hon).

Davi Milsaps (8) holeshot and won the Pee Wee class at the Club Motosport MX Park.

80 B/WL: 1. Beau Clinton (Kaw); 2. Chris Porter (Kaw); 3. Danny Deslierres (Kaw); 4. Jerry Berkemeyer (Kaw).

125 BEG D-1: 1. Nick Pappas (Kaw); 2. Howard Buhlert (Hon); 3. Brody Feverhaken (Suz); 4. Bryan Gill (Yam); 5. John Self (Hon).

125 BEG D-2: 1. Kevin Fry (Kaw); 2. Russell Wilcox (Suz); 3. Zach Smith (Yam); 4. Joel Prather (Hon); 5. Greg Surat (Suz).

125 NOV: 1. Darin Polsley (Hon); 2. Hawk White (Hon); 3. Ben Shank (Hon); 4. Keith Verdin (Hon); 5. Eddie Benson (Hon).

125 INT: 1. Jason Jenkins (Hon); 2. Rick Alves (Yam); 3. Justin Quinn (Hon); 4. John Leddy (Suz); 5. Casey Musick (Kaw).

125 PRO: 1. Trevor Meagher (Kaw); 2. Pat Gomm (Yam); 3. Danny Paladino (Kaw); 4. Mark Klauser (Kaw); 5. Tyler Hummel (Kaw).

250 BEG: 1. Nick Pappas (Kaw); 2. Rich Mussman (Kaw); 3. Larry Smith (Yam); 4. Randy Heim (Hon); 5. Shawn Mietz (Suz).

250 NOV: 1. Sean Large (Yam); 2. Chris Platero (Suz); 3. Ben Shank (Suz); 4. Scott Schubert (Yam); 5. Mike McCloud (Kaw).

250 INT: 1. Rick Alves (Yam); 2. Jimmy Scott (Hon); 3. Jason Chisum (Kaw); 4. Geoffrey Woods (Kaw); 5. Casey Musick (Kaw).

250 PRO: 1. Dan Paladino (Kaw); 2. Trevor Meagher (Hon); 3. Dustin Bloomfield (Hon); 4. Tony Flores (Yam); 5. Jon Nicolaus (Hon).

500 BEG: 1. Gerhard Schreiber (Hus); 2. Greg Lepesh (KTM); 3. Ed Bettencourt (Hon); 4. Vince Rondas (Kaw).

500 NOV: 1. David Helton (Hon).

500 INT: 1. Anthony Alves (Hon); 2. William Artau (Hon).

25-29 BEG: 1. Tony Langone (Hon); 2. Don Hodgson (Hon); 3. Howard Buhlert (Hon); 4. Mike Taylor (Kaw); 5. Shawn Moran (Hon).

25-29 NOV: 1. Ted Pippin (Kaw); 2. Todd Townsend (Hon); 3. Kraig Walker (Kaw); 4. Timothy Weberling (Hon).

25-29 INT: 1. Mike Hodges (Yam); 2. Geoffrey Woods (Kaw); 3. Marc Tucker (Suz); 4. Richard Morgan (Suz); 5. Anthony Alves (Hon).

VET BEG: 1. Gerhard Schreiber (Hus); 2. Todd Thomas (Hon); 3. Scott Krunic (Hon); 4. Greg Abell (KTM); 5. Kevin Wilkinson (Hon).

VET NOV: 1. Ron DiBasilio (Yam); 2. Richard Fajardo (Yam); 3. Rich Pringle (Suz); 4. Dave Henderson (Suz); 5. Dan D'Alessandro (Hon).

VET INT: 1. Richard Tiago (Hon); 2. Greg Pennington (Kaw); 3. William Artau (Hon); 4. Dale Cox (Suz); 5. Vincent Cerbone (Hon).

VET PRO: 1. John Cook (Hon); 2. Irv Achziger (Kaw).

OT NOV: 1. Brian Merchant (Hon); 2. Russ Paden (Yam); 3. Vance Buckreus (Suz); 4. Mike Graziano (Hon).

OT INT: 1. Pat Graham (Hon); 2. Glenn Pruitt (Hon); 3. Ted Netti (Kaw).

WMN: 1. Susan Andrew (Yam); 2. Alicia Stirling (Yam).

Buzzards survive San Luis Hare & Hound

By Tony Tellier

SONORA, MEXICO, MAR. 24

Although all signs pointed to a big-bore bike scoring the overall win in Sonora, the Kawasaki KDX200 of the Buzzards MC, piloted by Steve Stevens, John Alexander and Billy McClintock, surprised everyone by putting away a full field of KX500s at the Baja Promotions Gran Carrera de San Luis Rio Colorado.

Laid out over a series of derelict, sandy, farm access roads, the course spelled high speed if nothing else. Unfortunately, the combination of the deep delta sand, intermittent showers and high humidity, sea-level air pressure, and mile-long straights also spelled seizure for the unwary. Every bike that held the lead subsequently tied up — except the Acerbis/Race Tech/Maxima/Excel/AFAM/RK Chains/Lemon Grove-backed Kawasaki of the winners.

The first motorcycle off the line went astray early as Eric Anderson missed a course arrow and wandered in the wasteland for several miles.

"When I figured that there were no more arrows, I had to stop and listen for bikes," Anderson said.

Trying to recoup his lost lead, Anderson got out of shape and went down, tweaking the bars and puncturing a radiator in the process. Vet Pro racer Rusty Clarke assumed that he was in second place, but was actually in the lead.

"I figured that Eric was so far ahead that there was no dust," Clarke said.

Clarke wrung out his machine until it started to seize. Clarke said that he then pulled in the clutch and winged it a bunch. He proceeded at a 70.8 miles-per-hour pace to the 36-mile, Check One rider change. Teammate John Hodel took over and tied it up two miles later - but he was not to be alone.

After Anderson got re-tracked, he handed his Kawasaki 500 to Dal Trubey, who was halted when the bike ran out of water.

"It broke so loud that I thought the silencer broke off," Trubey said. "I had just roosted Pete Blood when it quit."

The lead was then inherited by Harold Bliss, whose ride to victory was cut short within two miles past the 65-mile Check Two swap.

"I think everyone was lean on the needle," Bliss said; "and when they rolled off after miles and miles of full power - hey, that's it."

One bike not lean on the needle was the KDX of McClintock, who arrived late for the race and wasn't even suited up when John Alexander rode in for the rider change. It took McClintock five minutes to get ready, but he was still able to repell a concerted effort by Gene and Sam Dempsey for the win.

Results

O/A: 1. Steve Stevens/Billy McClintock/John Alexander (Kaw); 2. Sam Dempsey/Gene Dempsey (Kaw); 3. Harold Bliss/Pete Blood (Kaw); 4. Rusty Clarke/John Hodel/Ken Tappert; 5. Eric Anderson/Dal Trubey/Jason Trubey (Kaw).

Milsaps battles to CM-MX win

By Steve Bohn

CLEWISTON, FL. MAR.13

Davi Milsaps proved to be the fastest Pee Wee rider on the track, winning both motos in the combined Pee Wee (4-6), Pee Wee (7-9), and Pee Wee Modified race during round seven of the 1994 South Florida Motocross Championship Series at the Club Motosport MX Park.

Track conditions were excellent, so the parents and referee decided to have the Pee Wees race the entire mile-long Club Motosport track. Milsaps, riding the (4-6) division got all he could handle from (7-9) rider Andy Barrett. Davi Milsaps holeshot moto one followed closely by Barrett, sister Briana Milsaps, Larry Wilson, and Skyler Mondell. Davi Milsaps and Barrett began pulling away from the pack, and the battle for the lead was on, with Milsaps holding off Barrett for a lap and a half, then as the riders came by the scoring tower on the second lap, Barrett moved by for the lead. While Barrett and Davi Milsaps were dicing out front, the rest of the contenders got busy. Mondell passed Wilson to challenge Briana Milsaps for second place in the (7-9) division, and Billy Brighton moved up to challenge Wilson for the Modified lead. On the final lap, Davi Milsaps took full advantage when Barrett bobbled, crossing the finish line first. At the checkered flag, it was Davi Millsaps first in PeeWee (4-6) followed closely by Barrett, the (7-9) winner. Briana Milsaps held off Mondell for second in (7-9), and Wilson crossed the line with the Modified win.

At the start of the second moto, Davi Milsaps shot to the lead once again followed by Barrett, Billy Brighton and Ashley Malloy. Wilson would go down on the second lap, allowing Barrett and Brighton by before remounting in fourth position. Barrett moved up to challenge Milsaps, but at the finish it was Milsaps with the win followed by Barrett, the (7-9) winner, and Brighton, the Modified winner.

Results

P/W (4-6): 1. D. Milsaps (Yam); 2. W. Malloy (Yam); 3. D. Dyess (Yam)

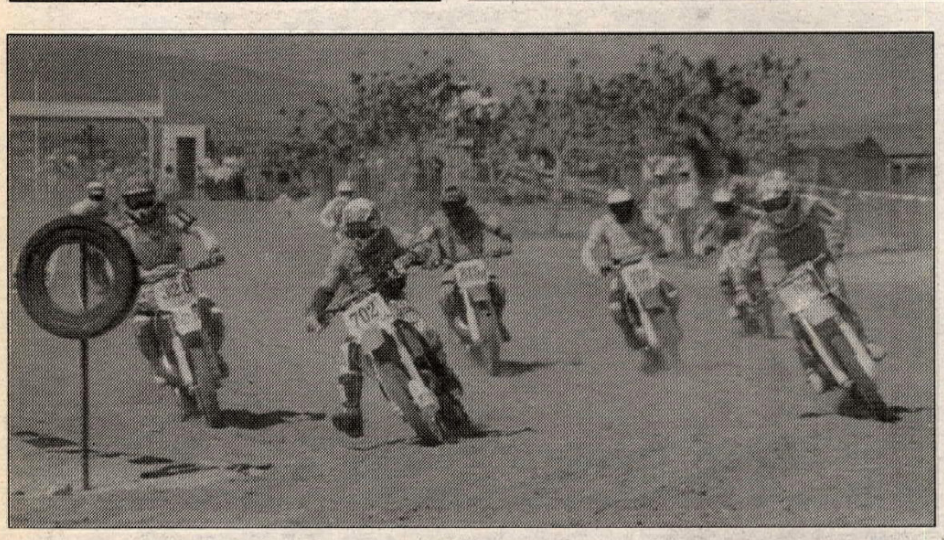
P/W (7-9): 1. A. Barrett (Yam); 2. S. Mondell (Yam); 3. B. Milsaps (Yam); 4. A. Malloy (Yam).

P/W MOD: 1. B. Brighton (Hon); 2. L. Wilson (Yam).

60 (5-8): 1. B. Johnson (Kaw); 2. D. Milsaps (Kaw); 3. A. Barrett (Kaw): 4. D. Kumo (Yam).

60 (9-11): 1. R. Clauser (Kaw); 2. P. Perebijnos (Kaw); 3. T. Britt (Kaw); 4. T. Mondell (Kaw); 5. D. Kain (Kaw).

80 (7-11): 1. R. Loggins (Hon); 2. P. Perebijnos (Suz); 3. T. Bragg (Yam); 4. J. Carman (Kaw); 5. C. Sanden (Suz).



Phillip Messenger (702) came away with the 250cc Beginner class win at the LACR GP.

80 (12-15): 1. J. Shuttleworth (Yam); 2. J. Wolfe (Yam);

80 BEG: 1. D. Lewis (Kaw); 2. T. Suilivan (Suz); 3. B. Hammill (Kaw); 4. M. Kozlofsky (Hon); 5. D. Kain (Suz).

S/MINI: 1. J. Shuttleworth (Yam); 2. D. Lewis (Kaw); 3. T. Bragg (Yam); 4. B. Hammill (Kaw); 5. C. Sanden (Suz).

SCHBY: 1. (12-15): 1. M. Darling (Suz); 2. C. Sanden (Suz); 3. D. Lloyd (Hon); 4. M. Young (Yam).

YTH (16-24): 1. S. Dunkel (Hon); 2. J. Brown (Yam); 3. P. Sparks (Hon); 4. H. Bragg (Yam); 5. C. Nugent (Suz).

25+: 1. S. Wood (Kaw); 2. M. Kemper (Hon); 3. J. Flynn (Suz).

30+: 1. D. Dyess (Yam); 2. S. Wood (Kaw); 3. M. Barrett (Kaw); 4. S. Evans (Suz); 5. J. Cole (Suz).

35+: 1. T. Bragg (Hon); 2. M. Barrett (Kaw); 3. B. Windland (Hon); 4. R. Lambert (Hon); 5. B. Kiesel (Kaw).

40+: 1. T. Bragg (Hon); 2. S. Kiesel (Kaw); 3. D. Milsaps (Yam); 4. T. Nicholson (Suz); 5. L. Whitney (Hon);

WMN: 1. A. Malloy (Kaw); 2. L. Cole (Suz); 3. C. Milsaps (Yam); 4. K. Windland (Hon); 5. C. Reeves (Kaw).

125 B: 1. C. Manning (Suz); 2. W. Batson (Hon); 3. J. Brown (Yam); 4. K. Herrick (Suz).

250/500 B: 1. M. Bragg (Yam); 2. G. Bobka (Hon).

125 C: 1. M. Kemper (Hon); 2. C. Nugent (Kaw); 3. M. Davenport (Hon); 4. G. Denicolias (Kaw); 5. G. Riordan (Suz).

250/500 C: 1. T. Bragg (Hon); 2. J. Rastrelli (Yam); 3. E. Feick (Hon); 4. R. Lambert (Hon); 5. W. Kain (Hon).

125 BEG: 1. L. Fatrell (Hon); 2. D. Lloyd (Hon); 3. B. Muller (Hon); 4. M. Young (Yam); 5. B. Doyle (Suz).

250/500 BEG: 1. T. Guinn (Hon); 2. J. Stradi (Hon); 3. J. Broski (Kaw); 4. A. Vandyken (Suz); 5. C. Damian (Kaw).

CRC Grand Prix win to Messenger

By Greg Robertson

PALMDALE, CA, MAR. 20

Perseverance paid off for Phillip Messenger as he came from behind to capture the 250cc Beginner class win during California Racing Club's Golden Bear Grand Prix at Los Angeles County Raceway.

Messenger, Steve Stancer and Randy Lippie got the jump on the field to lead the opening lap of the 45-minute race before Stancer and Lippie hooked up together and started pulling away from Messenger. Marc Woodard had moved up to fourth and was feeling pressure from Brooke Yelsa.

By the 20-minute mark in the race, the lead battle between Stancer and Lippie had carried them to a 20-second advantage over Messenger. Lippie got tired of eating Stancer's roost and drove around him in a corner to take over the top spot. Woodard was keeping Messenger in sight until he crashed off a small double jump, handing fourth to Tim Madden.

Lippie seemed to have the race in the bag, pulling out a 10-second lead with only a few laps remaining, but that changed when Lippie had trouble and his lead shrank to almost nothing. Suddenly, Stancer was within striking distance of the leader and being hounded by Messenger, who out-raced him down a long straight to move into second and set out after Lippie. Messenger quickly chewed up Lippie's lead and was in position to take control with the white flag in sight. On the same straight on which he'd passed Stancer, Messenger kept the throttle pinned longer and put the move of Lippie for the lead. Lippie tried to retaliate, but Messenger had the momentum on his side and greeted the checkered flag first. Stancer ended up finishing third, a good distance ahead of Woodard.

Results

P/W B-2: 1. Branden Mulvihill (Yam); 2. James Jarbeau (Yam); 3. Jared Tebo (Yam).

P/W B-1: 1. Ricky Hemme (Yam); 2. Troy Tittlemier (Yam); 3.Charles Messer (Yam); 4. Mark Atkins (Yam); 5. Ryan Roybal (Yam).

P/W A: 1. Chris Nihan (Yam); 2. Anthony Barbacovi (Yam); 3. Ricky Oliver (Yam).

P/W MOD: 1. Daryl Ecklund (Yam).

60 BEG: 1. Caleb Gosselaar (Kaw); 2. Anthony Barbacovi (Kaw); 3. Richard Eubanks (Kaw); 4. Terminator Garcia (Hon); 5. Billy Bloom (Kaw).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Chris Nihan (Kaw).

60 (9-11): 1. Shane Bess (Kaw); 2. Scott Howe (Kaw); 3. Blake Mitchell (Kaw); 4. Broc Wallace (Kaw); 5. Gerard Patin (Kaw).

80 BEG: 1. J.J. Bonnano (Yam); 2. Bryan Lang (Kaw); 3. Brent Lancaster (Kaw); 4. Garit Wallace (Kaw); 5. Justin Meramble (Yam).

80 (7-11): 1. Shane Bess (Suz); 2. Scott Howe (Suz); 3. Tyson Tittlemier (Suz); 4. Shane Mitchell (Kaw); 5. Blake Mitchell (Kaw).

80 (12-13): 1. Christopher Gosselaar (Kaw); 2. Levi Reid (Yam); 3. Devin Seeger (Suz); 4. Chris Honnold (Kaw); 5. Michael Perdue (Yam).

80 (14-16): 1. Chris Thompson (Suz); 2. George La Monte (Suz); 3. Scott Priputen (Hon).

DECADE: 1. Monte Pritchett (Hon).

VINT: 1. Ken Greene (Hon); 2. Gary Egloff (Yam); 3. Greg Robertson (Yam); 4. Don Beese (C-A); 5. Christopher White (C-A).

125 BEG: 1. Michael Rowland (Kaw); 2. Don Miller (Suz); 3. Cole Townsend (Hon); 4. Tyler Buck (Suz); 5. Nathan Jones (Yam).

125 NOV: 1. Adrian Leon (Suz); 2. Kevin Jackson (Hon); 3. Chris Neitzel (Suz); 4. Dean Ostrander (Suz); 5. Kevin Tarwater (Kaw).

125 INT: 1. Loren Jenkins (Hon); 2. Scott Johnson (Suz).

250 BEG: 1. Phillip Messenger (Kaw); 2. Randy Lippie (Yam); 3. Steve Stancer (Suz); 4. Marc Woodard (Suz); 5. Tim Madden (Suz).

250 NOV: 1. Eric Huffine (Kaw); 2. Dan King (Yam); 3. Jamie Young (Yam); 4. Justin Osborne (Kaw); 5. Matt Bryan (Kaw).

250 INT: 1. Jeff Ratzloff (Kaw); 2. Robbie Dunham (Yam); 3. Glenn Commans (Suz); 4. Steve Cox (Hon); 5. Dwight Rader (Kaw).

250 PRO: 1. Tim Telford (Yam); 2. Tony Sulek (Suz); 3. Bill Sauro (Hon).

500 BEG: 1. Ken Busse (Hon).

JR VET BEG: 1. Randy Lippie (Yam); 2. J. Erickson (Hon); 3. Jim Daniels (Kaw); 4. Scott McCormach (Hon); 5. John Balkin.

JR VET NOV: 1. Scot Pemberton (Yam); 2. Randy Wilkins (KTM); 3. Mike Licitra (Kaw); 4. Jamie Young (Yam); 5. George Pennington.

JR VET INT: 1. Rick O'Donnell (Hon); 2. Malcolm Solley (Hon); 3. Steve Fernandez (Hon); 4. Todd Broussard (Suz); 5. Daniel Cleveland (Yam).

JR VET EX: 1. Tim Telford (Yam).

VET BEG: 1. Randy Lippie (Yam); 2. Tom Miller (Kaw); 3. Charlie Bang (Hon); 4. Mike O'Donnell (Hon); 5. Jim Daniels (Kaw).

VET NOV: 1. Steve Williams (KTM); 2. Bill Wingerning (Yam); 3. Mike Borger (Yam); 4. Ross Hocker (Yam); 5. Gary Hollon.

VET INT: 1. Karl Allen (Hon); 2. Chris Leiker (Hon); 3. Alex Spinelli (Yam).

VET EX: 1. Brad McLeod (Hon); 2. Jon Zahrt (Yam); 3. Ken Neitzel (Kaw); 4. Leo Saul (Suz); 5. Rodney Morrison (Hon).

SR BEG: 1. Phil Messenger (Kaw).

SR NOV: 1. Eric Davies (Kaw); 2. Rick Early (Hon); 3. Robert Linville (Yam).

SR INT: 1. Monte Pritchett (KTM): 2. Steve Dunlap (Yam); 3. Gary Egloff (Hon); 4. David Wallace (Kaw).

SR EX: 1. Bob Dunham (Yam).

TEAM: 1. Glenn Commans/Derek Borg; 2. Drew Olivia/Eric Huffine; 3. Ken Neitzel/Mark Neal; 4. Colin Couto/Chris Couto; 5. Jay Carmody/Matt Blacklock.

Lamastus masters Horn Rapids

By Brian Koons

RICHLAND, WA, MAR. 20

Jimmy Lamastus scored the Mini A and 125cc A class wins during the MX opener at Horn Rapids, which was the first round in the five race spring series with riding gear and other prizes up for grabs to overall class winners.

The 125cc Pro/A combined class was one to watch. The three Pro riders gated first then promptly pulled to the side of the track. After all the A riders cleared the first turn, the Pros set off in pursuit. Team Green's Cory Bauder jumped to the lead early in the A class with Eric Waunch on his heals. As the laps wore down, the distance between the two increased to about 15 seconds. Waunch settled comfortably into second with Lamastus working past riders into third. While all that was going on, the Pro riders, Chaun McAllister in particular, had worked their way up through the field to challenge the leaders. Towards the end of the moto, the only uncertainty left was if McAllister would be able to catch Bauder. All doubt was dispelled after Bauder lunched his Kawasaki's top end two turns from the white flag. Waunch inherited first and Lamastus held on for second in the A class.

Moto two was much the same story: the Pros pulled over, Bauder got the holeshot, and Lamastus and Waunch were fighting over second. Bauder proved that he was easily the class of the field by pulling out to a huge lead and remaining the only 125cc A rider that McAllister did not pass. Lamastus put in a very impressive ride, finishing second in moto two and first overall, with Waunch coasting in for third in the moto and second overall.

The Mini A class was dominated by the very aggressive Lamastus, who pulled out to an early lead in the first moto and left Jason Dempsey and Ryan Shimel to fight over second place. Moto two was a little more exciting, with Dempsey pulling the holeshot and Lamastus in hot pursuit. Lamastus hounded Dempsey for the entire moto before masterfully stuffing his Yamaha underneath his opponent's Kawasaki on the final lap. Dempsey held on to finish second with Shimel taking third.

Results

P/W: 1. Dustin Kapalo (Yam); 2. Andy Nill (Yam); 3. Chaz Palmer (Yam).

60 (1-8): 1. Kyle Harris (Kaw); 2. Nick McConally (Kaw); 3. Casey Evans (Kaw).

60 (9-11): 1. Tom Austin (Kaw); 2. Joel Gies (Kaw); 3. Nicole Lamastus (Kaw).

MINI C: 1. Donnie Wolf (Hon); 2. Shawn Gilbert (Yam); 3. Anthony Eppers (Kaw).

MINI B: 1. Andy Arnold (Suz); 2. Reid Edwards (Yam); 3. Eric Carver (Hon).

MINI A: 1. Jimmy Lamastus (Yam); 2. Jason Dempsey (Kaw); 3. Ryan Shimel (Yam).

125 C: 1. Jim Stein (Hon); 2. Trent Jesmer (Suz); 3. Jeff Conway (Kaw).

125 B: 1. Derek Mahoney (Suz); 2. Bobby Kiehl (Hon); 3. Emil Barber (Hon).

125 A: 1. Jimmy Lamastus (Yam); 2. Eric Waunch (Hon); 3. Billy Binkley (Yam).

250 C: 1. Mark Stadel (Hon); 2. Brad Green (Suz); 3. Jim Barbuscia (Suz).

250 B: 1. Scott Reiman (Yam); 2. Travis Mullins (Suz); 3. Tom Hilker (Suz).

250 A: 1. Dave Silvestri (Suz); 2. Ron Thalhiemer (Suz); 3. Jeff Edson (Hon).

500 C: 1. Ken Hodgson (Hon); 2. Pat McCouahy (Kaw); 3. Lennie Hawkins (KTM).

500 B: 1. Rory Leesou (Kaw); 2. Darryl Lynch (ATK).

500 A: 1. Tim Ewert (KTM); 2. Kevin Wilkinson (Hon).

BEG: 1. Eric Kanzig (Yam); 2. Greg McDaniel (KTM); 3. Justin Lange (Kaw).

COMB C: 1. Jason Dempsey (Kaw); 2. Kevin Bise (Kaw); 3. Asa Smith (Kaw).

COMB B: 1. Eric Wilz (Suz); 2. Jerry Clark (Hon); 3. Mark Henderson (Hon).

COMB A: 1. Dan Moore (Suz); 2. Brent Wurz (Suz); 3. Dave Silvestri (Suz).

UTH C: 1. Kevin Hubbard (Hon); 2. Brad Green (Suz); 3. Scott Williams (Kaw).

UTH A: 1. Tim Ewert (KTM).

VET C: 1. Lennie Hawkins (KTM); 2. Pat McConally (Kaw); 3. Curtis Johnson (Suz).

VET B: 1. Craig Stanaway (Yam); 2. Kevin Logsdon (Hon); 3. Steve Skellenger (Suz).

VET A: 1. Dave Silvestri (Suz); 2. Jay Bird (Suz); 3. Chet Malito (Hon).

OLD B: 1. Bill Perkins (Yam); 2. Reid Goyette (Kaw); 3. Jerry Dewitt (Hus).

OLD A: 1. Ken Hodgson (Hon); 2. Jim Ossman (Suz); 3. Rick Kelley (Kaw).

Ritter, Campbell top Low Country Motocross

By Gary Crider

HARDEEVILLE, SC, MAR. 6

The hotly contested 250cc Beginner class at Low Country MX saw Allen Ritter carve out the winning 1-2 score over Ron Crews, while Bret Campbell came out on top of the 125cc Beginner division.

The opening lap of 250cc Beginner action featured a clash between front-runners Dain McGalliard and David Scroggs, with Scroggs taking command of the lead. On the second lap, Ritter came forth to challenge, passing Scroggs over a jump. The ensuing Ritter/Scroggs battle concluded in a photo-finish, with Ritter taking the win.

McGalliard again showed the way at the start of moto two, but soon faded as Florida's Ron Crews charged up to take the lead and the moto win. Crews' 3-1 tally earned him runner-up gold behind Ritter. McGalliard was third over Scroggs.

The 125cc Beginner contest went down to the wire with Campbell holding off Rock Courson in the final moto to earn the tie-breaking moto win. Courson had to settle for second over Scroggs.

Brad Halford and Dusty Olsen raced wheel-to-wheel in both Senior Mini motos, but it was Halford out front at the flag both times to net the honors over Olsen.

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Allen Ritter's (13) 1-2 moto finishes netted him the overall win in the 250cc Beginner class at the Low Country MX.

Results

P/W: 1. Chris Renfroe (Yam); 2. Scott Prezlawski (Yam); 3. Cody Head (Yam); 4. Lauren Roper (Yam); 5. Brandon Bishop (Suz).

65: 1. Buster Porter (Kaw); 2. Eric Griffis (Kaw); 3. Jeffrey Kilgore Jr. (Kaw); 4. Stephen Houseman (Kaw).

JR MINI: 1. Aaron Copher (Suz); 2. Charlie Gettan (Kaw); 3. Lance Stalls (Hon); 4. James Cason (Kaw).

SR MINI: 1. Brad Halford (Yam); 2. Dusty Olsen (Hon); 3. Joseph Hunter (Hon); 4. Clark Hunter (Hon).

SPR MINI: 1. Dusty Olsen (Hon); 2. Brad Halford (Yam); 3. Buster Porter (Kaw); 4. Lance Stalls (Hon).

125 BEG: 1. Bret Campbell (Kaw); 2. Rock Courson (Kaw); 3. Dave Scroggs (Suz); 4. Andy Thompson (Kaw); 5. Dennis Byrne (Kaw).

250 BEG: 1. Allen Ritter (Kaw); 2. Ron Crews (Kaw); 3. Dain McGalliard (Hon); 4. Dave Scroggs (Suz); 5. Kris Raade (Yam).

125 C: 1. Randy Adams (Kaw); 2. Dennis Kinlaw (Suz); 3. Boo Harrell (Kaw); 4. Mark Reichert (Kaw); 5. John Kenan (Suz).

250 C: 1. Dean Dixon (Hon); 2. Boo Harrell (Kaw); 3. John Kenan (Hon); 4. Todd Newman (Hon); 5. Chris Hanna (Hon).

125 B: 1. David Brewer (Kaw).

250 B: 1. Geoff Hardy (Suz); 2. Mike Sullivan (Hon); 3. Mark Lee (Hon).

15-24: 1. David Brewer (Kaw); 2. Chris Thompson (Hon); 3. Scotty Turner (Yam); 4. Rock Courson (Kaw); 5. Geoff Hardy (Suz).

30+: 1. Billy Hughes (KTM); 2. Chris Hanna (Hon); 3. Mark Lee (Hon); 4. Jeff Kilgore (KTM).

Vintage bikes highlight Lakeside Motocross

By T.Q. Jones

BASTROP, TX, MAR. 27

The vintage motocross bikes made the first of two scheduled appearances at Lakeside Motosports Raceway, providing the most entries and some of the best action.

While Joe Bushy dominated both motos in the Small-Bore class on his Honda, Richard Martin fought hard for second in the Four-Stroke class on his BSA. Martin raced the same BSA in the 1960s. The bike had been sitting in his shop along with a couple of Pentons until the 1990s, when vintage racing became popular.

Martin got a great start on the BSA, nearly led into turn one, and put himself in second place overall for several laps. The BSA was fast on the straights, but the suspension left something to be desired on the jumps and whoops. Martin gradually gave up positions to other riders. He finished fifth overall and second in the class - not bad for a vintage bike with a vintage rider.

In the 250cc Beginner Darrin Cheatham dominated both motos on his Suzuki.

Fifteen-year-old Harley Murphy won the first race he ever entered when he took the first moto in the 80cc Beginner class on his Yamaha over Mark Olley on a Kawasaki. Though Murphy fell in the second moto, he finished second overall, with a 1-3 score, behind overall winner Olley, who went 2-1.

Results

VINT 2-STRK SMALL BORE: 1. Joe Bushy (Hon); 2. Bruce Dibrell (Hon); 3. Robert Dibrell (Kaw).

VINT 4-STRK: 1. Charles Wallace (Hon); 2. Richard Martin (BSA); 3. David Thomson (Hon).

VINT INT: 1. Scotty Smith (Suz); 2. Roger Norris (Suz); 3. Randy Brown (Pen).

VINT MSTR: 1. Randall Taylor (KTM); 2. Joe Bushy (Mai); 3. John Poor (Pen).

VINT AM A: 1. Scott Wegner (Bul); 2. David Jarvis (Kaw); 3. Adam Tappe (Bul).

VINT AM AA: 1. Robert Dibrell (Kaw); 2. David Thomson (Mai); 3. Dayton Stout (Mai).

250 BEG: 1. Darrin Cheatham (Suz); 2. Bobby Klimitchek (Hon); 3. Craig Brown (Hon).

250 INT: 1. P.J. Kerr (Hon) 2. Keith Schaefer (Hon); 3. Juan Celada (Yam)

125 NOV: 1. Marty Law (Hon); 2. Johnny Butler (Hon); 3. Jeff Meerdink (Hon).

80 BEG: 1. Mark Olley (Kaw); 2. Harley Murphy (Yam); 3. Geoffrey Mayfield (Yam).

30+: 1. Jack Beckham (Hon); 2. Keith McKenzie (Hon); 3. Bill Kasson (Yam).

40+: 1. Bill Kasson (Yam); 2. David Lyle (Hon); 3. Steve Ligon (Yam).

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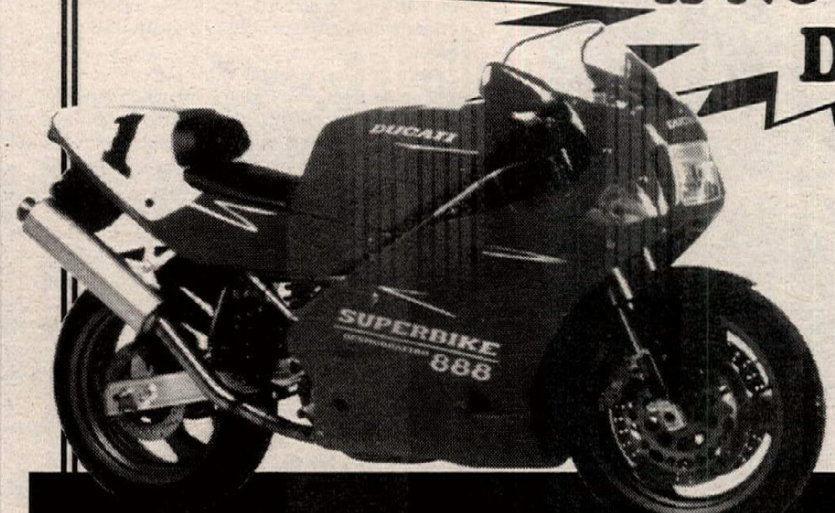

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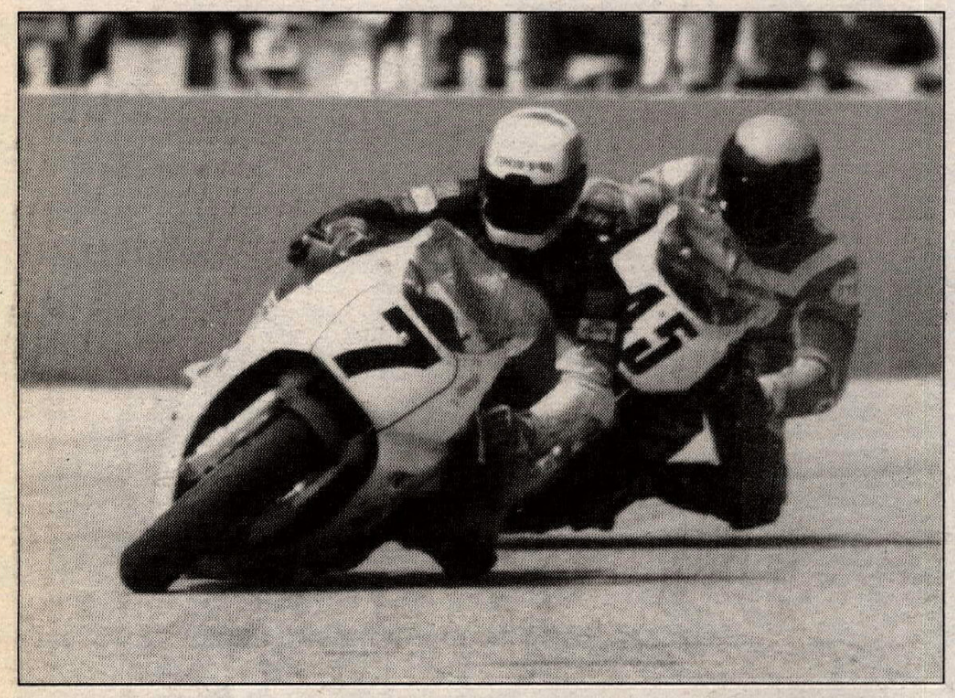

Jimmy Shelton (7) beat Gerald Sharkey (45) for the Moroso Unlimited Supersport win.

Real nets two at Moroso RR

By Joe McKay

PALM BEACH GARDENS, FL, MAR. 19-20

Pablo Real continued his winning ways as he dominated the Super Twins and $1000 Shootout finals during round two of the Florida Championship Cup Series at the Moroso Motosports Park.

Real, on his Action Cycles/Spectro Oils of Florida/Tsubaki Chain/Arai Helmets/Marie-sponsored Ducati motored away from the field in the Shootout, outdistancing Jamie Bowman and Rick Shaw. After the drop of the green flag, Shaw ran in front for two laps followed by Bowman and Real. Bowman moved up to challenge on the third lap, just as Real edged past going into turn one at over 115 mph. Real then passed Shaw down the back straight of the 2.25-mile road course. On the fourth lap, Real crossed the stripe a full five bikelengths ahead as he eased away from Shaw. On lap five of seven, Bowman made his move to pass Shaw in turn nine heading onto the front straight, then set his sights on Real and managed to close the gap, but it was not enough to make a challenge on the big Ducati. Real scored the win with Bowman and Shaw finishing second and third, respectively. Scott Cantrell on an ex-Donald Jacks Suzuki GSXR1100 took the fourth spot, with John France on his new Honda RS250 hanging on his rear tail piece at the line for fifth.

In the Super Twins class Real was long gone almost immediately, but Doug Gross, Eric Moucatel and Steve Norton looked like a flying wedge as they crossed the line in second, third, and fourth, respectively.

South Florida's newest rookie sensation, Juan Carlos Ruiz, a South American who now makes his home in Miami, took the top spot in the amateur Solo GTO final on a Kawasaki ZX7 Superbike. Carlos was turning times in the 1:25 range, which would have edged some of the Experts in the Shootout. Rick Jackson topped the Expert GTU class and was chased by new Expert John Blessed, and Mike Crepeau.

Results

U/L GP SHOOTOUT: 1. Pablo Real (Duc); 2. Jamie Bowman (Hon); 3. Rick Shaw (Yam); 4. Scott Cantrell (Suz); 5. John France (Hon).

SOLO GTU EX: 1. Rick Jackson (Yam); 2. John Blessed (Hon); 3. Mike Crepeau (Hon); 4. Sandy Noce (Kaw); 5. Jamie Brandenburg (Hon).

SOLO GTU AM: 1. Jim Bronson (Hon); 2. Jim Randolph (Yam); 3. Jon Schroht (Hon); 4. Mike Morella (Hon); 5. Ricardo Glock (Hon).

SOLO GTO EX: 1. Jeff Belt (Suz); 2. Brett Ray (Kaw); 3. Jared Parliament (Kaw); 4. Kevin Noonan (Hon); 5. Scott Landis (Suz).

SOLO GTO AM: 1. Juan Carlos Ruiz (Kaw); 2. Ron Howard (Suz); 3. Ronnie Vunkannon (Suz); 4. Louis Cobello (Suz); 5. Shane Prieto (Kaw).

SPTSMN EX: 1. Bruce Casner (Kaw); 2. Tod Roman (Yam); 3. Joe Lanza (Kaw); 4. Kevin Brown (Yam); 5. Sherry Dowling (Kaw).

SPTSMN AM: 1. Chuck Menotte (Yam); 2. Bladimir Lantigua (Yam); 3. Bob Jones (Yam); 4. John Sonderlund (Yam); 5. Michele Diaferia (Yam).

L/W VINT: 1. Jim Reed (Yam); 2. Gregg Lombardi (Duc); 3. Pablo Real (Ben); 4. Gerry Gilbert (Duc); 5. Pat Mooney (Duc).

M/W SS EX: 1. Mike Luke (Hon); 2. Joe Boal (Hon); 3. Mike Lenning (Hon); 4. John Blessed (Hon); 5. Jimmy Shelton (Hon).

M/W SS AM: 1. Jim Bronson (Hon); Jim Randolph (Yam); 3. Ricardo Glock (Hon); 4. Jon Schroht (Hon); 5. Louis Anderson (Hon)..

U/L SS EX: 1. Jimmy Shelton (Hon); 2. Gerard Sharkey (Hon); 3. Kevin Noonan (Hon); 4. Todd Keesee (Hon); 5. Tom Barber (Hon).

L/W GP EX: 1. John France (Hon); 2. Kevin Brown (Yam); 3. Ron Stone (Hon); 4. Perry Melneciuc (Hon); 5. Jody Reynolds (Yam); 6. Boyd Bradfield (Hon).

L/W GP AM: 1. Karl Hall (Yam); 2. Josh Minkin (Yam); 3. Edgar Dorn (Yam); 4. Jim Hanlon (Yam); 5. John Sonderlund (Yam).

H/W SS EX: 1. Mike Luke (Hon); 2. Joe Boal (Hon); 3. Richard Perry (Kaw); 4. Jared Parliament (Kaw); 5. Mike Lenning (Hon).

H/W SS AM: 1. Shane Prieto (Kaw); 2. Ronnie Vunkannon (Suz); 3. Franco Stefani (Kaw); 4. Jim Dickenson (Suz); 5. Jim Randolph (Yam).

H/W VINT COMB: 1. Pat Mooney (Tri); 2. Gregg Lombardi (Tri); 3. Gerry Gilbert (Duc).

H/W S/TW EX: 1. Pablo Real (Duc); 2. Doug Gross (Duc); 3. Eric Moucatel (Duc); 4. Steve Norton (Hon); 5. Gerald Young III (Hon).

H/W S/TW AM: 1. Greg Doney (Hon); 2. Alan Robbins (Hon); 3. Bob Brooks (Kaw); 4. Richard Lonsdale (Hon); 5. Dave Weaver (Hon).

L/W S/BK EX: 1. Antony Lineberger (Kaw); 2. Tod Duncan (Yam); 3. Jody Reynolds (Yam); 4. Ian Lineberger (Yam); 5. Craig Goldman (Yam).

L/W S/BK AM: 1. Karl Hall (Yam); 2. John Sonderlund (Yam); 3. Jim Hanlon (Yam); 4. Bob Jones (Yam); 5. Stephen Rezmer (Yam).

U.S. TWSPTS: 1. (H-D) 2. Richie Morris (H-D).

M/W S/BK EX: 1. Mike Luke (Hon); 2. Rick Jackson (Yam); 3. Joe Boal (Hon); 4. John Blessed (Hon); 5. Mike Lehning (Hon).

M/W S/BK AM: 1. Jim Randolph (Yam); 2. Louis Anderson (Hon); 3. Jon Schroht (Hon); 4. Graham Kimble (Hon); 5. John Parks (Hon).

SECA: 1. Mark Whitehurst (Yam); 2. Mark Mintel (Yam); 3. Ken Jarmusch (Yam); 4. Stephen Rezmer (Yam); 5. Mike Bailey (Yam).

L/W EX: 1. David Pabst III (Yam); 2. Craig Goldman (Yam).

L/W SS AM: 1. Karl Hall (Yam); 2. Jim Hanlon (Yam); 3. Mark Whitehurst (Yam); 4. Mark Mintel (Yam); 5. Ken Jarmusch (Yam).

L/W S/TW EX: 1. Eric Moucatel (Duc); 2. Antony Lineberger (Kaw); 3. Steve Norton (Hon); 4. Joe Lanza (Kaw); 5. Gerald Young III (Hon).

L/W S/TW AM: 1. Greg Doney (Hon); 2. Alan Robbins (Hon); 3. Chris Casey (Hon); 4. Richard Lonsdale (Hon); 5. Dave Weaver (Hon).

H/W S/BK EX: 1. Brett Ray (Kaw); 2. Jared Parliament (Kaw); 3. Dave Hardy (Kaw); 4. John Blessed (Hon); 5. Scoft Landis (Suz).

H/W S/BK AM: 1. Juan Carlos Ruiz (Kaw); 2. Ron Howard (Suz); 3. Shane Prieto (Kaw); 4. Ronnie Vunkannon (Suz); 5. Franco Stefani (Kaw).

M/W GP EX: 1. John France (Hon); 2. Rick Jackson (Yam); 3. John Blessed (Hon); 4. Mike Luke (Hon); 5. Perry Melneciuc (Hon).

M/W GP AM: 1. Jon Schroht (Hon); 2. John Parks (Hon); 3. Mark Lawson (Hon); 4. Mike Morella (Hon); 5. Jim Haraldson (Hon).

Darrow, Mann duel at Auburn Trial

By John Silva

AUBURN, CA, MAR. 19

Trials ace Steve Darrow and motorcycle legend Dick Mann were part of a record turnout on hand at Mammoth Bar OHV area for the Pacific International Trials Society's annual Calamine Cup Vintage/Beginner Observed Trial. The event was round three of the P.I.T.S. 1994 Vintage/Beginner "Good Old Days" Series, and trial organizer Jim Winter challenged the riders with long and well-crafted sections, each featuring four lines of varying difficulty.

The challenge began with a rocky streambed ascent up section one. Only a few feet past this section's exit, riders tackled section two, which started easily enough with all the lines skirting the hillside. But the lines split from there to follow a tough route. Advanced riders took a left turn onto a slight nob, located near the top of a small "V-out". A variety of techniques were employed here, with some of the vintage machines rolling over the rise and into the "V-out" ditch, while those riders with more suspension or bravado leaped over the obstacle. The "leapers" had to be especially quick on the brakes, as a sharp left turn was next, followed by an off-camber descent back down towards the stream bed. After a nearly 180-degree turn, it was a very technical climb back up, with a quick left turn before the exit posing the final threat in this tough-but-popular section. Altogether, nine diversified sections were scattered along the vintage-friendly one-mile loop.

Premier Heavyweight rider Darrow looked super as he cleaned all nine sections on his first loop. Darrow's nearest rival was the legendary Mann, who admitted to a bit of dabbing on his first loop. Mann enjoyed his second loop a bit more, dropping just nine points.

Darrow continued to ride clean and turned in an unblemished card for his second loop. Mann continued to improve and was nearly perfect on the final circuit, dabbing only twice, but nothing could displace Darrow. In fact, Darrow was the only rider of the day on the "two" line to post a perfect ride.

The Premier Lightweights also faced the tough "two" line. Triumph-mounted Ken Marecak made it look easy, cleaning his first loop and taking only a single dab in each of his subsequent loops for the class win. Kim Proctor was a close second place, but not even a clean third loop for Proctor could close the point gap on Marecak.

Results

PREM H/W ADV: 1. Steve Darrow; 2. Dick Mann.

PREM H/W INT: 1. Steve Martin.

PREM H/W RIGID ADV: 1. Ira Shaw.

PREM L/W ADV: 1. Ken Marecak; 2. Kim Proctor; 3. Ernie Stair.

MOD CLSSC MSTR: 1. Mike Fenner; 2. Paul Olliges; 3. Tony Sigala.

MOD CLSSC INT: 1. Jimmie Johnson; 2. Mark Brosius; 3. Tom Rawson.

MOD CLSSC NOV: 1. Barbara Don Carlos.

MOD BK MSTR: 1. Rob Tufford.

MOD BK ADV: 1. Jim Hickman; 2. Philippe Geslin; 3. John Silva.

MOD BK INT: 1. Becky Gansberger; 2. Dale Garren; 3. Joann Galbreath.

JR NOV: 1. Adam Kowalczyk; 2. Christopher Appel; 3. Owen Wright.

JR INT: 1. Andy Johnson; 2. Lance Rose; 3. Greg Erwin.

JR ADV: 1. Justin Oakley; 2. Jeremy Appel.

Hoenshell hot again at Muenster Hare Scrambles

By Mark Childre

MUENSTER, TX, MAR. 20

Clay Hoenshell bagged yet another Pro class win during the Red River Dirt Riders-promoted round three of the 16-round Texas Cross Country Racing Association series, which drew 488 riders to the Red River Cycle Park.

In the Pro class, Hoenshell wrapped up his third straight victory, as did Mike Abbott in the 250 Expert class. Abbott also has three consecutive overalls and would have placed second in the Pro class.

The twelve rider Pro field was filled with confusion when the flagman failed to give the one-minute warning. The green flag flew while Suzuki of Texas/MSR/Scott/Pro Circuit-backed Clay Hoenshell and Steve Mack sat, bikes not running, with their goggles off. Mack and Hoenshell had to chase from the back of the pack, and Hoenshell showed what he could do, if required, blasting to the front on the first lap. Mack also made his charge count, knocking off several riders in the early going and moving into fifth behind Jeremy Fipps. When Mack pulled out a pass on an uphill switchback, bumping Stidd at the top, Fipps and Stidd freight-trained into one of the more technical woods sections. Mack completed the first lap in third behind Dean Lane, who has been struggling with a broken hand since the first round in late February. Lane was holding a respectable pace through the first three laps until clipping a tree and re-injuring the hand, by which time Mack had already made the pass for second.

Hoenshell and Mack pulled away from the pack, putting over four minutes on third-place Brook Matthews. Fipps had continued to make a strong showing, holding third until running out of gas in the fifth lap of the six-lap race. Oliver Benetis made his strongest showing of the year with a fourth-place finish, while Scott Stidd wrapped up the top five.

Results

PRO: 1. Clay Hoenshell (Suz); 2. Steve Mack (Hon); 3. Brook Matthews (Kaw); 4. Oliver Benetis (Suz); 5. Scott Stidd (Yam).

OPEN EX: 1. Bert Reynolds (KTM); 2. Johnny Lamence (Hon); 3. Eric Hess (Hus); 4. Todd Tarver (KTM); 5. Brent Nalley (Kaw).

250 EX: 1. Mike Abbott (Yam); 2. Sean Reddish (Suz); 3. Adrian Jacobs (Yam); 4. Ty Howard (Kaw); 5. Bryan Cook (Kaw).

200 EX: 1. Tom Robinson (Kaw); 2. Randy Sawyer (Kaw); 3. Eddie Linn (Kaw); 4. Rick Yale (Kaw); 5. Mark Wall (Yam).

125 EX: 1. Tod Myers (Yam); 2. Glen Boyett (Yam); 3. Joseph Houghton (Hon); 4. Scott Sims (Kaw); 5. Chuck Carlin (Hon).

30+ EX: 1. Darryl Smith (Yam); 2. Jimmy Jacobsen (Hon); 3. Mark Childre (KTM); 4. Bobby Southard (Yam); 5. Steve Reavis (Yam).

38+ EX: 1. Rick Hillhouse (Hon); 2. John Krawczyk (KTM); 3. Frank Shacklee (Yam); 4. Dan Burch (KTM); 5. Don Fitzsimmons (Hon).

45+ EX: 1. Bill Fleming Sr. (Yam); 2. Gene Pannell (Hon); 3. Richard Thome (Yam); 4. Mike Eads (Kaw); 5. Loyd Morgan (Yam).

250 INT: 1. Scott Foster (Yam); 2. David Harriman (Yam); 3. Don Henson (Yam); 4. Kevin Beard (Yam); 5. Rick Yarbrough (Kaw).

30+ INT: 1. Rick Haley (Yam); 2. Ronald Holman (Kaw); 3. Jeff Pratt (Yam); 4. Ronny Donald (Hon); 5. Russell Weeks (Hon).

38+ INT: 1. Danny Burford (Kaw); 2. Perry Nettles (Yam); 3. Duane Horton (Kaw); 4. Carl DeJarneatt (Kaw); 5. Mike Mitchell (Yam).

45+ INT: 1. Kerry Foster (Kaw); 2. Will Stidd (Yam); 3. Larry Dodson (Hon); 4. John Miera (Kaw); 5. Don Cannon (Yam).

4-STRK EX: 1. Eric Hess (Hus); 2. Jeff Solinger (Suz); 3. Jim McQueary (Hon); 4. Courtney Christian (Hon); 5. Brent Sellers (Hon).

OPEN AM: 1. Floyd Alley (KTM); 2. David Cox (Kaw); 3. Leroy Schmidlkofer (Hon); 4. Alan Ables (Hon); 5. David Maples (KTM).

250 AM: 1. Mike Carroll (Hon); 2. Ricky Lambert (Yam); 3. Jimmy Williams (Yam); 4. Todd Hutson (Yam); 5. Donnie Cluck (Yam).

200 AM: 1. Steve Miller (Kaw); 2. Dwayne Violet (Kaw); 3. Dwayne Lawson (Kaw); 4. John Weber (Kaw); 5. Tony Byrne (Kaw).

125 AM: 1. Cory Pratt (Suz); 2. Gary Ramirez (Hon); 3. Travis Rathburn (Suz); 4. Matt Longinetti (Suz); 5. Mitch Webster (Suz).

125 INT: 1. Vernon Davidson (Hon); 2. Greg Lawrason (Yam); 3. Greg Pippin (Suz); 4. Chuck James (Hon); 5. Philip Reiter (Yam).

30+ AM: 1. Mitch Durant (Kaw); 2. Mike Leffew (Yam); 3. Lamar Paul (Hon); 4. David McDonald (Kaw); 5. Scott Chinnolk (Kaw).

38+ AM: 1. Nick Cox (Kaw); 2. Kerry Whitaker (KTM); 3. Jack Early (Kaw); 4. Curtis Owens (Hon); 5. Bud Howard (Kaw).

45+ AM: 1. Joe Brittain (KTM); 2. Tim Anstice (Hon); 3. Larry Gardner (Yam); 4. Earl Walker (Suz); 5. Dale Little (Yam).

4-STRK AM: 1. Phillip Hoephner (Suz); 2. Lance Crawford (Hon); 3. Tommy Allen (Kaw); 4. Keith Chapman (Hon); 5. Tim Moore (Suz).

MINI EX: 1. Eric Hillhouse (Kaw); 2. Jason Childre (Hon); 3. Mark Weeks (Hon); 4. Aaron Gay (Yam); 5. Jimmy Smart (Kaw).

WMN EX: 1. Susan Engel (Kaw); 2. Deb Montey (Kaw); 3. Shelly McMillon (Kaw); 4. Gayle Culpepper (Yam); 5. Lisa Scherer (Suz).

MINI AM: 1. Chris Horton (Kaw); 2. Joe Wes Everheart (Yam); 3. Justin Deans (Kaw); 4. J.D. Everheart (Yam); 5. Chris Jones (Kaw).

WMN AM: 1. Jo Boswell (Hon); 2. Shelly Dixon (Kaw); 3. Cathy Craig (Hon); 4. Kathleen Flanigan (Kaw); 5. Julie Farrell (Hon).

Garner inherits win at Cycleland Supercross

By Rex Harris

CHICO, CA, MAR. 27

Being in the right place at the right time paid off for Kyle Garner as the MGM Trucking-sponsored rider netted the win in 80cc supercross action at Cycleland Raceway.

At the drop of the gate, it was Kawasaki rider Justin Scullen who had the hot hand and led the field to turn one followed by Garner, Evan Laughridge, Nikki Harris and Matt Sluder. After a couple of laps Scullen had put a little distance between himself and Garner, who in turn had also pulled free of the battle between Laughridge and Harris. On lap four Laughridge over-jumped a tabletop, got out of shape and crashed, allowing both Harris and Sluder to slip by.

As the lead group hit the finish line jump for the final lap, it was a stunned crowd who watched Scullen ride off the track and head for the pits. A surprised Scullen looked back just in time to see Garner and Harris blast by and, realizing what he had done, rejoined the race and set off after the leaders. Meanwhile, Laughridge had regained his form and repassed Sluder to retake fourth. Up front, Garner made a mad dash for the finish followed by Scullen, who had slipped by Harris on the final corner, with Laughridge and Sluder finishing fourth and fifth, respectively.

In Pee Wee action Ricky Williams grabbed the holeshot, followed by Darren Nye, Bobby Barnes, Jacob Eissler, Traci Eissler and Jake Riley. As the leaders completed lap one they immediately began to encounter fallen riders. Backmarkers were dropping like flys, giving the lead riders extra obstacles to contend with - fallen riders and their parents were everywhere. Jacob Eissler tipped over, letting big sister Traci by. Up front, Darren Nye would make repeated charges at Williams, only to come up short each time. At the finish it was Williams followed by Nye, Barnes, Traci Eissler and brother Jacob. CN

Results

P/W: 1. Ricky Williams (Yam); 2. Darren Nye (Yam); 3. Bobby Barnes (Yam); 4. Traci Eissler (Yam); 5. Jacob Eissler (Yam).

60 (0-8): 1. Brandon Corchero (Hon); 2. Jason Marsiano (Kaw); 3. Adam Smithee (Yam).

60 (9-12): 1. Seth Harris (Kaw); 2. Darren Benson (Kaw); 3. Daniel Fowler (Kaw); 4. Brandon Triplett (Kaw); 5. Brent Triplett (Hon).

80: 1. Kyle Garner (Suz); 2. Justin Scullen (Kaw); 3. Nikki Harris (Yam); 4. Evan Laughridge (Yam); 5. Matt Sluder (Suz).

125 NOV: 1. Ben McClure (Hon); 2. Richard Felix (Yam); 3. Steve Reed (Hon); 4. Sam Deluca (Yam); 5. Kent Riley (Kaw).

125 JR: 1. Richard Morgan (Suz); 2. Zach Schwatka (Hon); 3. Dylan Blackwell (Hon).

250 NOV: 1. Gary Walker (Yam); 2. Brian Eissler (Kaw).

250 JR: 1. Richard Morgan (Suz); 2. Chris Verboam (Hon); 3. Mark Cooper (Hon); 4. David Pile (Hon); 5. Tom Jones (Suz).

125 PRO: 1. Lowell Moural Jr. (Hon); 2. Danny Rutherford (Hon).

250 PRO: 1. Lowell Moural Jr. (Hon); 2. Tom Oderkirk (Hon).

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SUNSTAR

Spring Classic MX Nationals

Honda Yamaha Suzuki

$$ Contingency Money $$

Round #1 North Sat, April 16th Sacramento Raceway
Round #1 South Sun, April 17th Sunrise Valley Raceway
Round #2 North Sun, April 24th Silverstate Raceway
Round #2 South Sun, April 24th Sunrise Valley Raceway
Round #3 North Sat, May 7th Marysville Riverfront Track
Round #3 South Sun, May 1st L.A. County Raceway
Round #4 South Sun, May 8th Barona Oaks Raceway
Round #5 Final Sat, May 14th Sunrise Valley Raceway
Round #6 Final Sun, May 15th Sunrise Valley Raceway

DIRECTIONS & MOTELS...

Sacramento Raceway - 916/363-2653
Silverstate Raceway - 702/267-4392
Marysville MX - 916/695-2727
L.A. County Raceway - 805/272-8889
Barona Oaks Raceway - 619/467-0474
Sunrise Valley Raceway - 619/246-7262

**Check with each track to see if they have Open Motorcycle Practice at their facility before race day!!

TIMES & PRICES...

SATURDAY NIGHTS:
Gates Open - 2pm
Practice - 3pm
1st Race - 5pm

SUNDAY DAYS:
Gates Open - 6am
Practice - 7:30am
1st Race - 9:30am

Gate Fees:
Adults $10.00
6-12 yrs $5.00
5 & Under Free

Entry Fees:
Pee Wees - $20.00
Sportsmen - $30.00
Pros - $30.00 w/100% Pro- Payback!!

*CONTINGENCY $$: Honda pays all 9 events, Yamaha & Suzuki pay all except Rnd 2 South!

Sunrise will be open Thursday, April 14th from 9 till Dark and Saturday, April 16th from 8 till 2pm!! $10.00 per Rider.

For More Info Call CMC @ 619/246-7262 M-F

On Sunday, April 10th CMC will host a Arena-Cross at Sunrise Valley Raceway...Gates Open at 7am, Practice at 8am and 1st Race will be at 9:30am!! $20.00 Entry Fee!!

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Info: (714) 492-9933

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April 22	Handicap & Scratch Racing
April 29	Handicap & Scratch Racing

GFI RACING (909) 371-3434

Sat., Apr. 9	GFI Super Sat. Morn. MX	Perris
Sat., Apr. 16	GFI Super Sat. Morn. MX	Perris
Sat., Apr. 23	GFI Super Sat. Morn. MX	Perris
Sat., Apr. 30	GFI Super Sat. Morn. MX	Perris

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/29 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
4/10 Chaulieu, France, Rnd 2
5/1 Vila Santa Cruz, Arg., Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
4/24 Montevarzhi, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 Arco di Trento, Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/5-6 Barcelona, Spain, Rnd 1
10/12-13 Paris, France, Rnd 2
10/26-27 Tokyo, Japan, Rnd 3
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
4/17 Tortosa, Spain, Rnd 1
5/15 Servieres le Chateau, Fra., Rnd 2
5/22 Bergamo, Italy, Rnd 3
6/12 Uppsala, Sweden, Rnd 4
6/19 Jamsa, Finland, Rnd 5
7/24 Kaposvar, Hungary, Rnd 6

World C'ship Trials Series
4/17 Kilbroney, Ireland, Rnd 1
4/24 Hoghton Towers, Eng., Rnd 2
5/15 Bilstain, Belgium, Rnd 3
5/22 Osnabruck, Germany, Rnd 4
6/5 Nepomuk, Czech Rep., Rnd 5
6/12 Breal S. Montfort, Fra., Rnd 6
6/26 Donner Pass, CA, U.S., Rnd 7
7/10 Viella, Spain, Rnd 8
7/17 Caredine, Italy, Rnd 9
7/24 Biasca, Switzerland, Rnd 10

World Individual Speedway Championship
9/1 Bradford, England

World Team Speedway C'ship
9/17 Wroclaw, Poland

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Grand Nat'l C'ship Series
4/23 Sacramento, CA, Rnd 2
5/14 Pomona, CA, Rnd 3
5/29 DuQuoin, IL, Rnd 4
6/4 Mineralwells, WV, Rnd 5
6/25 Lima, OH, Rnd 6
6/18 Dallas, TX, Rnd 7
7/2 *Mechanicsburg, PA, Rnd 8
7/9 Lake Odessa, MI, Rnd 9
7/16 Hagerstown, MD, Rnd 10
7/23 Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 *Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Goshen, IN, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 *Del Mar, CA, Rnd 22
*Tentative
Info 614/891-2425

AMA 600cc Nat'l C'ship Series
5/21 ST Bellingham, WA, Rnd 2
5/28 TT Castle Rock, WA, Rnd 3
6/12 TT Peoria, IL, Rnd 4

AMA Harley-Davidson 883 Nat'l Championship Series
4/23 M Sacramento, CA, Rnd 2
5/14 HM Pomona, CA, Rnd 3
5/29 M Du Quoin, IL, Rnd 4
6/4 HM Mineralwells, WV, Rnd 5
6/18 HM Dallas, TX, Rnd 6
7/2 *HM Mechanicsburg, PA, Rnd 7
7/9 HM Lake Odessa, MI, Rnd 8
7/16 HM Hagerstown, MD, Rnd 9
7/23 HM Sedalia, MO, Rnd 10
8/10 HM Rapid City, SD, Rnd 11
8/13 *HM Denver, CO, Rnd 12
9/4 M Springfield, IL, Rnd 13
9/17 M Sacramento, CA, Rnd 14
10/8 HM Pomona, CA, Rnd 15

AMA Regional Dirt Track Championship Series
4/22 ST Cherokee, NC, Rnd 2
5/21 HM Greenville, OH, Rnd 3
5/22 HM Norwalk, OH, Rnd 4
5/30 HM York, PA, Rnd 5
6/11 HM Dayton, OH, Rnd 6
6/24 HM Orrville, OH, Rnd 7
7/4 HM Frederick, MD, Rnd 8
8/21 HM Terre Haute, IN, Rnd 9
8/26 HM Greenville, OH, Rnd 10
9/3 M Springfield, IL, Rnd 11
9/9 TT Castle Rock, WA, Rnd 12

AMA Camel Supercross Series
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA/CCS C'ship Cup Series
Florida Region
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/9-10 Bloomingdale, GA
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV

Mid-West Region
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

Great Lakes Region
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

Great Plains Region
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

Southwest Region
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

Northeast Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
5/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info 614/891-2425

AMA Nat'l Championship Reliability Enduro Series
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Grand National Cross Country Series
4/24 Brownsville, PA, Rnd 4
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10

10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA/NATC National Championship Observed Trials
5/28 Alma, NY, Rnd 3
5/29 Mainesburg, PA, Rnd 4
5/30 Steubenville, OH, Rnd 5
6/24-25 Truckee, CA, Wrld Rnd
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

AMA U.S. National Speedway Championship
10/1 Costa Mesa, CA

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Qualifying Series
Northeast Region
4/9-10 Wallkill, NY
4/23-24 Aquasco, MD
4/23-24 Armaugh, PA
4/30-5/1 South Edmeston, NY
5/7-8 Jacksonville, PA
5/21-22 Starvation Point, WV
6/11-12 Amateur Regional Budds Creek, MD
6/25-26 Youth Regional Delmont, PA
Southeast Region
4/9-10 Sanford, NC
4/16-17 Society Hill, SC
4/23-24 Axton, VA
4/30-5/1 Macon, GA
5/14-15 Christiana, TN
6/18-19 Youth Regional Blountville, TN
6/25-26 Amateur Regional Gainesville, FL
Southcentral Region
4/17 Great Bend, KS
4/17 Moriarty, NM
5/15 Rio Vista, TX
6/18-19 Amateur/Youth Regional Rio Vista, TX
*** Southwest Region**
6/18 Moreno Valley, CA
*** Midwest Region**
5/29 Hollister, CA
*** Northwest Region**
5/22 Roseburg, OR
Mideast Region
4/9-10 Millfield, OH
4/30-5/1 Hortonville, IN
5/7-8 Marion, OH
5/14-15 Millington, MI
5/28-29 N. Webster, IN
6/5 Buchanan, MI
6/18-19 Amateur Regional Sugar Grove, OH
6/25-26 Youth Regional Mitchell, IN
Northcentral Region
4/9-10 Lowes, KY
4/17 Great Bend, KS
4/23-24 Hoopeston, IL
4/30-5/1 Lamoni, IA
5/7-8 Lake Mills, WI
5/14-15 Kahoka, MO
5/21-22 Casey, IL
6/25-26 Amateur Regional Casey, IL
6/18-19 Youth Regional Kahoka, MO
Info 304/594-1157

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

NMA World Mini Grand Prix
4/8-10 Las Vegas, NV
Info 310/868-8112

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SCORE Desert C'ship Series
6/3-5 Baja Calif., Mex.
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
4/8-10 Commerce, GA, Rnd 2
4/29-5/1 Rockingham, NC, Rnd 3
6/17-19 Richmond, VA, Rnd 4
7/10 Budds Creek, MD, Rnd 5
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mid-South C'ship Winter Hare Scrambles Series
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA Mega Series
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, ON, Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
4/9-10 Summit Point, WV
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV
Southeast Region
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA
North Central Region
4/9-10 Grattan, MI
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, ON, Can.
10/8-9 Mt. Meridan, IN
Mid-Central Region
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN
South Central Region
4/9-10 College Station, TX
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, ON, Can., Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

***WERA Nat'l Endurance Series**
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentative

WERA National Vintage Series
4/9 Summit Point, WV, Rnd 3
4/10 College Station, TX, Rnd 4
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
8/6 Topeka, KS
9/17 Steamboat Springs, CO
10/15-16 Talladega, AL
Info 715/842-9699

BMW Classic Cup Series
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
10/15-16 Talladega, AL
Info 715/842-9699

***AHRMA/Vintage Iron Nat'l MX Series**
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
5/29 Wheatley, ON, Can.
6/5 Glen Helen, CA
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD

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GLEN HELEN
EVENT CALENDAR

Sat., Apr. 9	Micro-Sprint Races
Sun., *Apr. 10	CRC MX and AHRMA MX
Sat., *Apr. 16	Sand Drags
Sun., *Apr. 17	Sand Drags
Sun., Apr. 24	MX Practice - 2 tracks
Sat., *Apr. 30	MTEG Sportsman Off-Road Series
Sun., *May 1	MTEG Sportsman Off-Road Series

WHAT'S HAPPENING
MTEG Sportsman Off-Road Series - All Off-Road Car Classes including Quad and Two and Four Stroke Motorcycle
★ Speedway Season Opener May 4 ★

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)

Thurs.	NATIONAL GP & VINTAGE MX	8 a.m.-5 p.m.
Sat.	NATIONAL GP VINTAGE MX	8 a.m.-12 p.m. 8 a.m.-5 p.m.
Sun.	VINTAGE MX	8 a.m.-5 p.m.

*NO MX PRACTICE
Track Watered and Prepped for Each Practice
RACE HOTLINE: (909) 880-1733

Want Ad information - (310) 427-7433

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Apr. 9 - Spring Series Night Racing (No Lic. Req'd)
Sat., Apr. 16 - Spring Series Night Racing (No Lic. Req'd)
Sat., Apr. 23 - Spring Series Night Racing (No Lic. Req'd)
Sat., Apr. 30 - Spring Series Night Racing (No Lic. Req'd)
OPEN PRACTICE
Tues. 9:00a.m.-2p.m. & 4:00p.m.-10p.m., Sat. 9:00a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00
Info Call: 714-855-2707

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New High Bank Dirt Oval
New Peewee Track Now Open
Come Practice and Race at California's Newest track
Both tracks watered and prepped by Karl Scanlan
Open Practice April 6,8,9
Practice times 8:00 to 4:00
Practice fee $15.00 for More Info Call 909-698-4800

LACR Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1994 Motocross & Gran Prix Schedule

April 9	L.A.C.R.	MX (Oldtimers Central Nat'l)
April 10	L.A.C.R.	MX (Oldtimers Central Nat'l)
April 17	L.A.C.R.	CRC MX
April 24	L.A.C.R.	CRC (Meadow Muffin)

Wed. Night Practice Starts April 13th
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

CRC California Race Schedule
100% PRO PAYBACK

Sat., Apr. 9	MX Oldtimers Central Nat'l	L.A.C.R.
Sun., Apr. 10	MX Oldtimers Central Nat'l	L.A.C.R.
Sun., Apr. 10	MX	Glen Helen
Sun., Apr. 10	ARMA MX (Separate Track)	Glen Helen
Sun., Apr. 17	MX	L.A.C.R.
Sun., Apr. 24	CRC GP (Meadow Muffin)	L.A.C.R.

CRC Info (805) 272-8889

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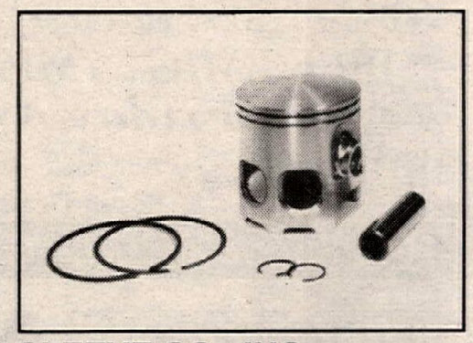

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Info (909) 371-6333

SRA GP California Schedule
Members Non Members
April 24 Carlsbad
May 22 Glen Helen
Info (714) 957-2985

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Old Timers MX Association
Race Schedule
Sat.& Sun. April 9-10
Central Valley National LACR
Sun., April 17 MX LACR
For Information Call (714) 633-9503

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

*AHRMA/Classic Bike Magazine Dirt Track Series
4/30 Budds Creek, MD
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
7/15 Braselton, GA
7/30 Weedsport, NY
8/11 Rapid City, SD
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/2 Dallas, TX
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
8/13 Toronto, OH
8/26 White City, IL
9/11 Beaumont, KS
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

*AHRMA Midwest MX Series
5/21 Grattan, MI
6/5 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

*AHRMA NorCal MX Series
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain Motocross Series
4/17 Denver, CO
5/15 Casper, WY
6/12 Preston, ID
7/17 Glenwood Springs, CO
8/13-14 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info: 715/842-9699

AHRMA SoCal MX Series
4/10 San Bernardino, CA
5/22 Adelanto, CA
6/5 San Bernardino, CA
10/9 Palmdale, CA
Info: 714/897-8265

AHRMA West MX Series
5/6 Palmdale, CA
4/24 Brentwood, CA
6/12 Preston, ID
6/26 Eugene, OR
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
5/1 Freetown, MA
5/22 W. Greenwich, RI
6/5 Plainville, MA
6/12 Somers, CT
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
4/17 Monticello, NY
5/15 Fishouse, NY
6/26 Thomaston, CT
7/3 Chelsea, VT
7/10 Union, CT
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
5/15 W. Greenwich, RI
6/11-12 Loudon, NH
6/26 Adams, MA
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
5/28 Weare, NH
6/25 Thomaston, CT
7/9 Union, CT
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

ECEA C'ship Enduro Series
4/10 Indian Mills, NJ
4/24 New Lisbon, NJ
5/8 Stanhope, NJ
5/22 West Greenwich, RI
5/29 New Philadelphia, PA
6/5 Whiteford, MD
7/10 Speedsville, NY
7/17 Blain, PA
7/24 Crossforks, PA
8/7 Middlebury Center, PA
8/28 Mauricetown, NJ
9/11 Shippensburg, PA
9/18 Brandonville, PA
10/16 New Lisbon, NJ
10/30 Delaware City, DE
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 609/657-6338

ECEA Championship Hare Scrambles Series
4/17 St. Georges, DE
6/19 Ludwiges Corner, PA
7/31 Fair Hill, MD
8/21 New Philadelphia, PA
9/25 West Greenwich, RI
Info 609/657-6338

ECEA Dual Sport Series
4/17 Suffolk Co., NY
5/1 Brandonville, PA
5/15 Atsion, NJ
6/12 Manahawkin, NJ
9/25 Belleplain, NJ
10/2 Indian Mills, NJ
10/9 Suffolk Co., NY
10/23 New Philadelphia, PA
Info 609/657-6338

NMRA Drag Racing Series
4/10 Palmdale, CA
5/28 Phoenix, AZ
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

NESC C'ship Motocross Series
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

*New England Trials Association C'ship
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

New England Hillclimbers Assoc. Series
4/24 Monson, MA
5/8 Lebanon, NH
6/5 Monson, MA
6/12 Greenfield, MA
6/14 Gilford, NH
7/10 Tyler Hill, PA
7/17 Lebanon, NH
7/24 Caroga Lake, NY
7/31 Tyler Hill, PA
8/7 Greenfield, MA
8/19-21 Red Wing, MN
9/4 Monson, MA
9/11 Monson, MA
9/18 Lebanon, NH
9/25 Tyler Hill, PA
10/9 Monson, MA
Info 413/788-7406

American Trials Assn. Series
4/17 Red Mountain, CA
5/1 Perris, CA
5/22 McCain Valley, CA
6/11-12 Little Pine Flats, CA
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN

9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 706/468-1328

SETRA Championship Hare Scramble Series
4/10 Madison, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

Black-Jack Enduro Series
5/1 Chadwick, MO
5/22 Flatriver, MO
6/12 Gainsville, TX
6/25 Stillwater, OK
8/21 Nimrod, AR
10/16 Collins, MO
Info 417/345-6211

AMA Hot Summer Nights Series
5/7 Lenoir, TN
6/4 Lenoir, TN
6/18 Lenoir, TN
7/2 Lenoir, TN
7/30 Lenoir, TN
8/13 Lenoir, TN
8/20 Lenoir, TN
9/24 Lenoir, TN
Info 615/573-5425

New York State C'ship Hare Scrambles Series
5/8 Little Genesee, NY
5/22 Java, NY
6/5 Cattaraugus, NY
6/26 Noravia, NY
7/24 Parksville, NY
8/7 South Edmonsten, NY
8/14 Rew, PA
8/28 LIttle Genesee, NY
9/11 Eleenville, NY
10/16 South Edmonsten, NY
10/23 Newark, NY
Info 716/928-2837

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Spring MX Series
4/10 Malvern, OH
4/24 Linnesville, PA
5/1 Salem, OH
5/22 New Philadelphia, OH
5/29 Amherst, OH
6/5 Ravenna, OH
Info 216/636-5505

CRA Vintage Motocross Series
4/23 Malvern, OH
5/1 Salem, OH
5/8 Ravenna, OH
5/30 New Philadelphia, OH
6/19 Amherst, OH
6/26 Ravenna, OH
7/10 Amherst, OH
7/23 Malvern, OH
7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
5/15 Chadron, NE
5/29 Limon, CO
6/12 Buena Vista, CO
7/10 Rand, CO
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info: 307/742-4136

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Castrol "Canada Cup" Superbike Series
5/23 Toronto, Ontario
7/9-10 Montreal, Quebec
8/13-14 Halifax, Nova Scotia
8/27-28 Montreal, Quebec
9/3-4 Alma, Quebec
Info 514/582-4051

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec
Info 416/363-9035

CMA Canadian Motocross National Series
5/15 Markham, ON, Can.
5/29 Wheatley, ON, Can.
6/19 Nanaimo, BC, Can.
6/26 Mission, BC, Can.
7/2-3 Uxbridge, ON, Can.
7/3 Ft. Saskatchewan, AB, Can.
7/9-10 Agassiz, BC, Can.
7/10 Melita, MB, Can.
7/30-31 Riverglade, NB, Can.

Info 905/522-5705
U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
4/29-5/1 Gran Carrera De Mexicali Mexicali, B.C., Mex.
6/17-19 Gran Carrera de Tecate Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
4/20-21 Baja Malibu Gran Prix Rosarito Beach, B.C., Mex.
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

Tucker Rocky MX C'ship Series
5/1 Easton, PA
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Binghamton, NY
7/10 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

Outlaw Motocross Spring Classic Series
4/17 Palmyra, NE
4/24 Ashland, NE
5/8 Westmoreland, KS
5/15 Ashland, NE
5/22 Westmoreland, KS
6/5 Palmyra, NE
6/12 Ashland, CE
6/19 Westmoreland, KS
6/26 Ashland, NE
Info 913/456-2516

South Dakota/Iowa MX Series
4/10 Sioux Falls, SD
4/24 Yankton, SD
5/1 Sioux Falls, SD
5/15 Yankton, SD
5/22 Cherokee, IA
6/5 Yankton, SD
6/11 Storm Lake, IA
6/19 Cherokee, IA
7/10 Sioux Falls, SD
7/16 Storm Lake, IA
7/24 Cherokee, IA
8/14 Yankton, SD
8/20 Storm Lake, IA
8/28 Sioux Falls, SD
9/11 Cherokee, IA
9/25 Sioux Falls, SD
10/9 TBA
Info 605/362-0267

Nor Cal YSR C'ship Series
4/17 Sacramento, CA
5/1 Sacramento, CA
5/22 Sacramento, CA
6/12 Sacramento, CA
7/10 Sacramento, CA
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
9/4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
4/23 Las Vegas, NV
6/18 Salt Lake City, UT
8/TBA Detroit, MI
10/1 Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur SX Series
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Central California Spring MX Series
4/17 Shandon, CA
4/24 San Jose, CA
4/30 Sacramento, CA
5/15 Monterey, CA
5/29 Hollister, CA
6/5 San Jose, CA
6/12 Monterey, CA
6/26 Hollister, CA
Info 805/434-3579

AMA No. California Enduro & Qualifier Classics
4/17 Navarro, CA
4/23 *Minden, NV
5/1 Georgetown, CA
5/15 *Ballinger Canyon, CA
6/12 Big Lagoon, CA
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 209/368-5456
* Qualifier

AMA No. California Cross Country Series
4/10 Shasta Dam, CA
4/23 Minden, NV
5/15 Ballinger Canyon, CA
5/15 Lakeport, CA
5/29 Klamath, CA
10/2 Sparks, NV
10/30 Nixon Valley, NV
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

Tucker Rocky Texas Cross Country C'ship Series
4/17 Lake Whitney, TX
5/1 Buelcher, TX
5/15 Gholson, TX
5/29 Montague, TX
6/12 Euless, TX
6/26 St. Joe, TX
8/21 Lake Whitney, TX
9/4 Terrell, TX
9/18 Montague, TX
10/2 High Grove, TX
10/16 Decatur, TX
10/30 Weatherford, TX

Southeastern Trials Riders Assn. Series
4/9-10 Palmetto, GA
4/23-24 Fairview, NC
5/14-15 Crossville, TN
6/4-5 Alpharetta, GA
6/11-12 Carrollton, KY
7/16-17 Gainesville, GA
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

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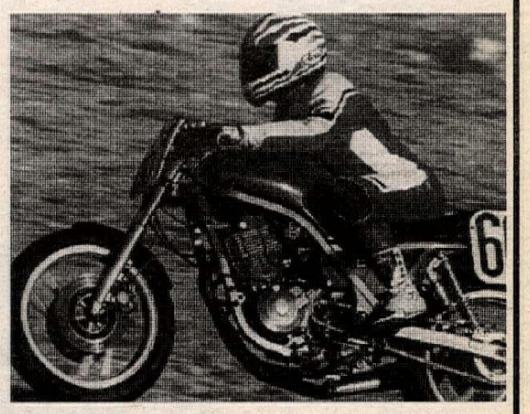

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sound of Thunder Four-Stroke Series
4/30-5/1 Sacramento, CA
5/14 Carlsbad, CA
5/15 Perris, CA
6/24 Mammoth Lakes, CA
8/6-7 Albany, OR
8/13-14 Seattle, WA
Info 909/985-1287

AFM Road Race Series
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
4/6 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
4/9-10 Palmdale, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AB., Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 208/327-0693

MRA Suzuki Tri-State Challenge
4/17 Delta, OH
4/22 Milan, MI
5/1 Delta, OH
5/20 Milan, MI
6/4 Delta, OH
6/17 Milan, MI
7/10 Delta, OH
7/29 Milan, MI
8/5 Milan, MI
8/20 Delta, OH
10/2 Delta, OH
10/9 Milan, MI
Info 313/289-2100.

Motor Sports of America Short Track Championship Series
5/4 Hope, AR
5/14 Missoula, MT
5/28-29 Scottsbluff, NE
11/5 Evansville, IN

Central Arizona Trials Series
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

MRA Road Race Series
5/1 Longmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

Motorcycle Asphalt Racing Series
5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
4/16-17 Newhall, CA
4/30-5/1 Death Valley, CA
5/15 Gorman, CA
5/22 Hemet, CA
6/11-12 Lake Isabella, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
7/24 Kennedy Meadows, CA
8/7 Mojave, CA
8/20-21 Huntington Lake, CA
9/11 Saugus, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
10/23 Anza, CA
11/6 Hesperia, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
Info: 818/249-2141

California Trail Rides Dual Sport Series
5/15 Hungry Valley, CA
4/30-5/1 Lone Pine, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
8/20-21 Huntington Lake, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
Info 714/992-9291

CMMC Mini Nationals
8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

WIMSA MX Series
4/23 Moreno Valley, CA
5/7 Moreno Valley, CA
Info 909/659-4754

WIMSA Ladies MX World Cup
5/29 Oklahoma City, OK
Info 909/659-4754

APRIL						
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24	25	26	27	28	29	30

• Denotes Pro Payback

Fri, April 8

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.

TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 8-10

GEORGIA DRAG RACE
• AMA/Prostar, MTC Rebel Nationals, Atlanta Dragway, Commerce. Info: 205/852-1101.

NEVADA MOTOCROSS
• NMA, 23rd Annual World Mini Grand Prix, Las Vegas MX Park, Las Vegas. Info: 310/868-8112.

April 9-10

CALIFORNIA MOTOCROSS
Old Timers MX, Central Valley National, L.A. County Raceway, Palmdale. Info: 714/633-9503.

CALIFORNIA HILLCLIMB
AMA/J&S, Western Division Calif. State C'ship, Rnd 1, Carnegie SVRA, Tracy. Info: 510/455-1318 or 209/835-3381.

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.

IDAHO SUPERCROSS
• SIRA/EIMA, Rupert Fairgrounds, Rupert. Info: 208/678-5677.

NEVADA MOTOCROSS
• Northern Nevada Cycle Ass., Gold Rush Moto Park, Carlin. Info: 702/754-6248.

NORTH CAROLINA MOTOCROSS
• AMA Dist 29, Devil's Ridge AMA area amateur qualifier, Sanford. Info: 919/776-2412.

Sat, April 9

ALABAMA MOTOCROSS
• Southern Dirt Promotion, Auburn Indoor Arena, Auburn. Info 205/887-2026 or 277-2001.

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 2, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.

CALIFORNIA MOTOCROSS
WSDRA, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA MOTOCROSS
CMC/Night MX, Marysville Riverfront Park, Marysville. Info: 916/695-2727.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.

NORTH CAROLINA MOTOCROSS
• Richard Clippard, Lenoir. Info: 704/758-4342.

NORTH CAROLINA SUPERCROSS
• N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info:910/342-4492.

NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.

OHIO SPORT TOURING
Honda Sport Touring Assoc, Leesburg. Info: 513/891-1511.

OKLAHOMA MOTOCROSS
• RBH, Inc, Oklahoma State Championship, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.

WEST VIRGINIA MOTOCROSS
• Valley District Arenacross, Reedsville. Info: 304/291-3038

Sun, April 10

ARIZONA MOTOCROSS
• GFI Arizona, Mountain View Raceway, Tucson. Info: 602/437-5767.

CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills GP Track, Hollister. Info: 408/972-8063.

CALIFORNIA MOTOCROSS
CMA, Weekend of Champions, Sand Hill Ranch, Brentwood. Info: 209/524-7013.

CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Rnd 4, Oatfield MX, Turlock. Info: 209/667-7109 or 524-1432.

CALIFORNIA MOTOCROSS
CRC/AHRMA, Glen Helen, San Bernardino. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES
Rovers M/C, D-37, 20th Annual Boner Run, Lucerne Valley. Info: 805/265-9574.

CALIFORNIA GRAND PRIX
Double Cross Racing, Sunrise Cycle Park, Adelanto. Info: 909/371-6333.

COLORADO MOTOCROSS
MEM/SRAC, Aztec Raceway, Colorado Springs. Info: 303/988-7722.

FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.

FLORIDA MOTOCROSS
FMC, Motocross of Marion Co., Reddick. Info: 904/591-2377 or 591-2050.

GEORGIA DUAL SPORT
GARTRA, Ellijay. Info: 404/974-8259.

GEORGIA MOTOCROSS
Mega Series, Rnd 4, Echconnee Moto-X, Macon. Info: 912/788-8227 or 956-5420.

ILLINOIS SWAP MEET
J&P Promotions Parts Extravaganza and Bike Show. Belle-Clair Fairgrounds, Belleville. Info: 319/462-6011.

IDAHO MOTOCROSS
Dexter Invitational, Fossil Bowl, Clarkia. Info: 208/245-3608.

ILLINOIS MOTOCROSS
• AMA/Dean Sheldon/Tri City Motorcycle Club, Coal Valley. Info: 309/799-3882.
ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.
INDIANA GRAND PRIX
• Haspin Acres, Laurel. Info: 513/353-3555.
INDIANA MOTOCROSS
• AMA District 15/Hoosier Hilltoppers M/C, Uniontown. Info: 812/522-1522.
IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.
KANSAS HARE SCRAMBLES
• K.O.R.R., Sprockets II River Track, Arkansas City. Info 316/636-5113.
KANSAS MOTOCROSS
• KMSA, Happy Hills MX, Hillsboro. Info: 316/947-5515 or (316) 947-2418.
KENTUCKY MOTOCROSS
AMA, Daniel Boone Motocross Park, London. Info: 606/877-1364.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., Grand Center, Grand Rapids. Info: 616/941-0815.
MISSOURI ROAD RACE
Midwest Cafe Racing Assn., 2 hr. I-44 Challenge & 100k Endurance, Gateway International Raceway, St. Louis. Info: 314/771-2531.
NEVADA MOTOCROSS
OnTrac Events, Silver State Raceway, Carson City. Info: 702/267-4392.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, D-6 Expert pts. & manufacturers contingency bonus day, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NEW YORK MOTOCROSS
• AMA Dist. #3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
• AMA, Pro-Am Motocross Series, Elizabeth City MC, Elizabeth City. Info: 804/792-5355.
NORTH CAROLINA HARE SCRAMBLES
• Mid East Hare Scrambles Stateline Motorcycle Club, Airport Hare Scramble, Hickory. Info: 704/484-9000 or 704/937-9177.
OHIO HARE SCRAMBLES
C.R.A./Salem Motorcycle Club, Salem Motorcycle Clubgrounds, Salem. Info: 216/427-6645.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info: 419/562-6931.
OKLAHOMA MOTOCROSS
RBH, Inc/OCCRA, Iron Man Race I, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd/Low Country MX, Hardeeville. Info: 803/757-4226.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
SOUTH DAKOTA MOTOCROSS
• South Dakota/Iowa Motocross Series, Saddleback Park, Sioux Falls. Info: 605/362-0267.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Burleson MX Park, Burleson. Info: 817/295-1760.
VIRGINIA HARE SCRAMBLES
Chestnut Mtn. Enduro Riders, Virginia Championship, Chestnut Mtn., Martinsville. Info: 703/483-7665 or 576-1289.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.
WISCONSIN MOTOCROSS
Great Lakes Motocross, Union Grove. Info: 414/878-3783.

Tues, April 12

OKLAHOMA MOTOCROSS
RBH, Inc, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, April 13

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

April 15-17

ARKANSAS SPORT TOURING
Honda Sport Touring Assoc, Touring T.T.T. Talimena Twisties, Mena. Info: 405/920-1008.

Fri, April 15

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815

April 16-17

CALIFORNIA DUAL SPORT
Team Dual Dogs, 5th Annual Dog Run Jerry Brenneman Memorial Dual Sport Ride, Dick Allen's Hon/Yam/Suz/ATK/KTM, Newhall. Info: 818/701-1913.
OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-2697.
SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.
UTAH MOTOCROSS
• USRA/Ogden Cycle Association, Hot Springs Raceway, Ogden. Info: 801/825-7744.

Sat, April 16

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 3, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA DUAL SPORT
Behr Services, Calaveras High School, San Andreas. Info: 415/367-1980.
CALIFORNIA DIRT TRACK
W.S.D.R.A./AMA Pro-Am, 3/8 mile, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Night Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.
OKLAHOMA MOTOCROSS
RBH, Inc, Summer Series Race 1, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, District 7 youth points, Hanover. Info: 717/359-4310.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

Sun, April 17

ARIZONA MOTOCROSS
• GFI Arizona, All Arizona Series, Rnd 5/Ponca City qualifier, (the new) Phoeniz Raceway, Whittman. Info: 602/437-5767.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.
CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Hanford. Info: 209/584-8532 or 584-1064.
CALIFORNIA ENDURO
North Bay M/C Dist. 36, Sawmill National Enduro, Navarro. Info: 707/894-9214.
CALIFORNIA MOTOCROSS
AMA D-36/CCMA, Central Cal. Spring Series, Rnd 3, Shandon Lions Motocross, Shandon. Info: 805/547-0312.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Motowest Racing Ent., Hollister Hills G.P. Track, Hollister. Info: 408/223-8168 or 637-2073.
CALIFORNIA MOTOCROSS
Old Timers MX, L.A. County Raceway, Palmdale. Info: 714/633-9503.
CALIFORNIA OBSERVED TRIALS
ATA Technique Trials Club, Red Mountain. Info: 310/ 943-4415.
COLORADO MOTOCROSS
PMI/SRAC, Pueblo Moto Park, Pueblo. Info: 303/988-7722.
GEORGIA HARE SCRAMBLE
SE&TRA Husky Hills Hare Scramble, Dallas. Info: 706/468-1328.
GEORGIA MOTOCROSS
Georgia Spring Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.
ILLINOIS SWAP MEET
J&P Promotions, 7th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.
KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516.
KANSAS MOTOCROSS
• AMA/Midwest, Loretta Lynn qualifier, Great Bend. Info: 913/842-8272.
KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Fordsville. Info: 615/331-1475.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., State Fairgrounds, Detroit. Info: 616/941-0815.
NEBRASKA MOTOCROSS
• Outlaw MX Series & Jerryco Motors, Inc., Midwest Motocross Assn., Inc., Palmyra. Info: 402/474-3223.
NEW MEXICO MOTOCROSS
• New Mexico Competition Club, Loretta Lynn qualifier, Moriarty Motocross Track, Moriarty. Info: 505/888-7312.
NEW YORK HARE SCRAMBLES
NETRA Championship Series, Concord, Moticello. Info: 203/875-5757.
NEW YORK MOTOCROSS
• W.N.Y.S.C., Hunt Motopark, Hunt. Info: 716/476-2697.
NEW YORK MOTOCROSS
• AMA Dist. 34/Diamond Back MX Inc., Modena. Info: 914/565-3651 or 914/795-5697.
NORTH CAROLINA MOTOCROSS
N.C.H.S.A., Wilkes Co. Moto-X Park, Rutherforton. Info: 704/758-4342.
OHIO MOTOCROSS
Suzuki Tri-State Challenge, Delta Raceway, Delta. Info: 313/289-2100.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OKLAHOMA MOTOCROSS
• Hillside [illegible] CANCELED [illegible]ring Series, Musk[illegible] Info: 918/486-2116.
OREGON ROAD RACE
• OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 216/636-5505.
PENNSYLVANIA MOTOCROSS
• AMA Dist. 6/Pagoda Motorcycle Club, Birdsboro. Info: 215/582-3717.
SOUTH CAROLINA HARE SCRAMBLES
• Mid East Hare Scrambles/Stateline Motorcycle Club, Red Hollow Hare Scramble, Greer. Info: 704/484-9000 or 704/937-9177.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
TEXAS SWAP MEET
Texas Swap Meet, San Antonio Convention Center. Info: 214/216-5520.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Mossier Valley MX, Euless. Info: 817/694-2901.
TEXAS DUAL SPORT
AMA/Trail Riders of Houston, Sam Houston National Forest, New Waverly. Info: 713/947-3355.
VIRGINIA MOTOCROSS
• AMA, Pro-Am Motocross Series, Birch Creek Motosports, Danville. Info: 804/792-5355 or 836-0710.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Fri, April 22

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
CALIFORNIA SHORT TRACK
Indoor mini bikes, San Jose Speedway, San Jose. Info: 408/224-4412.
MICHIGAN MOTOCROSS
Suzuki Tri-State Challenge, Milan Cycle City, Milan. Info: 313/289-2100.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.
WEST VIRGINIA MOTOCROSS
• Lavalette VFD, Lavalette. Info: 304/486-5244.

April 23-24

CALIFORNIA MOTOCROSS
Over the Hill Gang, North Chapter National, Hanford. Info: 209/733-9528.
NEVADA ENDURO
Cycle Gear/High Sierra M/C, National Reliability qualifier, Carson Valley. Info: 702/425-HSMC.

Sat, April 23

ALABAMA SUPERCROSS
Troy Miller MX Promotions, Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA MOTOCROSS
• GFI Arizona/Ponca City qualifier, Mountain View Raceway, Tucson. Info: 602/437-5767.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 4, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA MOTOCROSS
WIMSA, Starwest Supercross Park, Perris. Info: 909/659-4754.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
FLORIDA MOTOCROSS
South Florida MX Championship Series, County Line, Ona. Info: 813/751-2116.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.
INDIANA MOTOCROSS
Haspin Acres Championship Series, Laurel. Info: 513/353-3555.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.
NORTH CAROLINA MOTOCROSS
• Richard Clippard, Lenoir. Info: 704/758-4342.
NORTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Hammerdown Speedway, Red Springs. Info: 910/843-2021.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., McArthur. Info: 614/596-2057.
OHIO MOTOCROSS
Suzuki Tri-State Challenge, Delta Raceway, Delta. Info: 313/289-2100.
PENNSYLVANIA MOTOCROSS
Evansville Raceways Inc, Berwick. Info: 717/759-2841.

Sun, April 24

ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Amity. Info: 501/362-4230.
CALIFORNIA MOTOCROSS
AMA D-36/Motowest, Central Cal. Spring Series, Rnd 4, Metcalf Cycle Park, San Jose. Info: 408/238-8208.
CALIFORNIA GRAND PRIX
SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.
CALIFORNIA GRAND PRIX
CRC, Meadow Muffin G.P., L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA GRAND PRIX
Old Timers MX, L.A. County Raceway, Palmdale. Info: 714/633-9503.
GEORGIA MOTOCROSS
Georgia Spring Series, Calhoun Supercross, Calhoun. Info: 414/943-4935.
IDAHO MOTOCROSS
Dexter Invitational, Fossil Bowl, Clarkia. Info: 208/245-3608.
ILLINOIS POKER RUN
Ridgewood Cycle Asso., Ryan's Tavern, Frankfort. Info: 815/469-3655.
ILLINOIS CROSS COUNTRY
U.O.R.R.A., Morrison. Info: 815/778-3641.
INDIANA GRAND PRIX
Haspin Acres Motor Park, Laurel. Info: 513/353-3555.
KANSAS MOTOCROSS
• K.O.R.R., Spring Championship, Green Acres MX Park, Marion. Info: 316/636-5113.
KANSAS TT SCRAMBLES
Midstates Dirt Racers Assoc., Northeast KS MX, Westmoreland. Info: 913/286-1261 or 913/986-6382.
KENTUCKY MOTOCROSS
Pendleton Mo. M/C Park, Gardnersville. Info: 606/472-3442.
MARYLAND MOTOCROSS
• Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.
MASSACHUSSETS HILLCLIMB
AMA, Quaboag Riders M/C, New England Hillclimbers Assn., Monson. Info: 413/267-4414 or 267-4713.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.
MICHIGAN SWAP MEET
Half Mile Cycle Race Corp., I.M.A. Sports Arena, Flint. Info: 616/941-0815.
NEVADA MOTOCROSS
OnTrac Events/CMC, Spring Classic, Silver State Raceway, Carson City. Info: 702/267-4392.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Honda Big Bucks Shootout & Fun Day, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NEW YORK MOTOCROSS
• AMA/Dist #3, Broome Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849-9615.
OHIO MOTOCROSS
Suzuki Tri-State Challenge, Sandusky Valley Riders, Tiffin. Info: 313/289-2100.
OHIO MOTOCROSS
M.R.A./Sandusky Valley Riders M.C., Tiffin. Info: 419/447-3054.
OHIO DIRT TRACK
• AMA, Semi Pro 1/2 mile, Championship Racing Enterprises, Inc., Clark County Fairgrounds, Springfield. Info: 513/434-7750.
OKLAHOMA MOTOCROSS
• Hillside [illegible] CANCELED [illegible]ring Series, Musk[illegible] Info: 918/486-2116.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 216/636-5505.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd/Low Country MX, Hardeeville. Info: 803/757-4226.
SOUTH CAROLINA SHORT TRACK
Carolina Dirt Track Series, Conway Raceway, Conway. Info: 803/626-1982.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TEXAS MOTOCROSS
• GNC/22nd Annual Texas Series, Swan Cycle Park. Info: 903/882-7791.
VIRGINIA HARE SCRAMBLES
Central Virginia Trail Riders, Central Virginia 100, Dillwyn. Info: 804/794-7022 or 272-8038.
WYOMING MOTOCROSS
CCC/SRAC, Triple 'C' Raceway, Cheyenne. Info: 303/988-7722.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Motocross
Metcalf Off-Road Park
San Jose, CA
Feb. 27
By Greg Scheid

OTHG
Greg Albin
Ron Knorr
Scott Neely
OT
Matt Kidwell
Martin Maloney
Ron Knorr
OPEN
Robert Scott
Pat Towne
Josh Judge
250
Matt Kidwell
Steve Helo
Len Sellers
125
Jesse Aguilar
Michael Fogolin
Sean Coulter
80
Harold Hageman
Tim Maguire
Scott Scheid

Motocross
Possum Hollow MX
Lawrenceburg, MO
Mar. 6
By Jerry Sharp

50
Andrew Woosley Yam
Ryan Smith Yam
60
Jonathan Tomlin Kaw
Melissa Clark Kaw
Jesse Parmley Kaw
80 BEG
Larry DeVinney Hon
Drew Cuhna Yam
Len Mitchell Hon
Shay Lawrence Hon
Daniel Pruitt Hon
80 SR
Aaron Storey Kaw
Jake Lauber Yam
Cory Burleson Kaw
125 BEG
Brian Bacal Suz
Gary Robinson Hon
Jack Jones Kaw
Aaron Shaw Kaw
Scott Woods Hon
125 NOV
Bill Barnard Yam
Scott Johnson Suz
Brent Rogers Hon
Chris Blankenship Hon
Dustin Taylor Kaw
125 INT
Brian Hennigar Hon
Shane Macon Hon
Chris Boyd Hon
250 BEG
Kenson Goff Hon
Chris Schellenberger Kaw
Derek Zacha Kaw
Rob Rubble Kaw
Fred Giarette Kaw
250 NOV
Roger Bellamy Hon
Steve Logston Hon
Beau Ewing Hon
Loren Taylor Hon
OUTLAW
Steve Forkner Suz
Paul Heisner Hon
Daniel LaRiviere Yam
Brian Hennegar Hon
Lance Jones Hon
30+ A
Mike Forkner Suz
Chuck Dietz Hon
David Wallace Hon
Steve Smith Yam
30+ B
Don Dusselier Kaw
Rick Austin Suz
Andy Watson Hon
Fred Giarette Kaw

Arenacross
AMA/Prolite
Arenacross Series
Round 9
Denver, CO
Feb. 25-26

Friday
125 EX
Jimmy Gaddis Kaw
Billy Whitley Hon
Trey Owens Yam
Terry Tinney Hon
Grayson Goodman Hon
250 EX
Jimmy Gaddis Kaw
Grayson Goodman Hon
Billy Whitley Hon
Dennis Hawthorne Kaw
Trey Owens Yam
Saturday
125 EX
Jimmy Gaddis Kaw
Doug Stone
Phillipe Dupasquier Yam
Billy Whitley Hon
Trey Owens Yam
250 EX
Jimmy Gaddis Kaw
Grayson Goodman Hon
Phillipe Dupasquier Yam
Billy Whitley Hon
Terry Tinney Hon
FINAL STANDINGS
Grayson Goodman Hon
Jimmy Gaddis Kaw
Billy Whitley Hon
Terry Tinney Hon
Trey Owens Yam

Motocross
Competition Park
Elizabeth City, NC
Mar. 13
By Mark Ingersoll

50
Billy Jones Yam
Jeb Gaskill Yam
Brandon Palmer Yam
Randy Jones Yam
Sidney Humphreys Yam
60
Mark McLendon Kaw
Ryan Linville Kaw
Steven Dailey Hon
80 JR MINI
Leonard Adkins Yam
80 SR MINI
Chad Holt Yam
Kevin Weeks Kaw
Mike Ford Kaw
Joseph Humphreys Hon
Ryan Smith Suz
125 A
Patrick Waitt Suz
Ian Fortune Hon
John Ryan Hon
Matt Wells Hon
125 B
J.R. Tolson Suz
Robert Bradley Hon
James Benninghove Kaw
125 C
Daniel Dailey Hon
Paul Vunk Suz
Rick Price Hon
Mike Hall Yam
Jimmy Harvey Hon
250 A
Patrick Waitt Suz
Ian Fortune Hon
Donnie Miller Hon
JJ Dean Hon
250 B
Rocky Yatsko Suz
Danny Belch Suz
Sean Ehrenzeller Hon
Bill White Kaw
250 C
Mark Ingersoll Suz
Craig Holland Hon
Gary Scholl Hon
Byron Loudermilk Suz
25+ A
Curtis Daniels Yam
Dwight Frazier Kaw
25+ B
Rob Hendron Hon
Bill White Kaw
Danny Belch Suz
VET A
JJ Dean Hon
Dwight Frazier Kaw
VET B
James McGreehan Hon
Steve Cron KTM
U/L AM
Myles Scarano Suz
James Benninghove Kaw
Steve Cron KTM

Motocross
GFI Winter Series
Final Standings
Mar.6
By Tony Alessi

50 STK NOV
Carlos Gonzalez
Jeff Alessi
Steven Hernandez
50 STK EX
Mike Alessi
50 S/STK NOV
Steven Hernandez
Kyle Foltz
Shay Fretwell
50 S/STK EX
Daniel Taft
Chad Munn
Mike Alessi
50 MOD NOV
Steven Hernandez
Derek Bollman
Brody Bolling
50 MOD EX
Daniel Taft
Chad Munn
Mike Alessi
60 BEG (0-8)
Steven Hernandez
Trevor Wilder
Charlie Morrison
60 BEG (9-11)
Chad Robbins
Brock Bolling
Derek McClintock
60 NOV
Jason Ciarletta
Chris Rogers
Dusten Watson
80 BEG
Mike Northrop
John Sanders
Dustin Ryley
80 NOV
Sean Hamblin
George Hammel
Justin Scullen
80 INT
Jeff Northrop
Tyler Evans
Brett Racine
125 BEG
Adam Pierce
Mark Stuen
Paul Timmerman
125 NOV
Cindy Cole
Cliff Cook
Hawk White
125 INT
Jeff Willoh
E.J. Wright
Eric Schnell
125 PRO
Don Upton
Michael Brandes
Mike Chamberlain
250 BEG
Wayne Zahrt
Craig Williams
Tony Edeson
250 NOV
Cliff Cook
Jim Kuntz
Eric Martin
250 INT
Jeff Willoh
Travis Preston
Tyler King
250 PRO
Bryan Manley
Don Upton
Rick Ryan
500 BEG
Ken Johnson
Colin Yates
500 NOV
Joe Brown
500 INT
Carl Gazafy
Randy Medley
500 PRO
Trevor Meagher
Terry Fowler
Rusty Holland
25+ AM
Joe Merriam
Giovanni Spinali
Mark Nelson
25+ MSTR
Gary Sailors
Travis Roberson
Mick Elsberry
30+ AM
James Deridder
Alex Shellew
Chris Craft
30+ MSTR
Kenny Zahrt
Randy Medley
Rick Beingesser
30+ PRO
Mike Beier
John Nelson
Jim Henn
35+ AM
Allan Decker
Steve Fortune
Gary Shoemaker
35+ MSTR
Kenny Zahrt
Mark Stroup
Jim Hanson
40+ AM
Don Wallingsford
Lee Johnson
Bill Carr
40+ MSTR
Carl Gazafy
Dirk Timmerman
Gary Doggett

Motocross
Possum Hollow MX Park
Lawrenceburg, MO
Mar. 20
By Jerry Sharp

50
Eric Gerbes Yam
Andrew Woolsey Yam
Dave Perry III Yam
60
Lalo Merino Kaw
Joey Gerbes Kaw
Jonathan Tomlin Kaw
Jesse Schwartz Kaw
Melissa Clark
80 BEG
Lalo Merino Kaw
Kevin Rix Yam
Joey Gerbes Yam
Shay Lawrence Hon
80 SR
Corey Burleson Kaw
Aaron Storey Kaw
125 BEG
Jack Jones Kaw
Vernon Richmond Hon
Cory Burleson Kaw
Aaron Storey Hon
Mark Vance Hon
125 NOV
Dustin Taylor Kaw
Steve Ellis Suz
Dan Sanford Yam
Randy Brown Hon
Troy Post Hon
250 BEG
Chad Schellenberger Kaw
Kenson Goff Hon
Mike Williams Yam
Dave Perry III Hon
Rob Ruble Kaw
250 NOV
Steve Logston Hon
Dustin Taylor Kaw
Shawn Steward Kaw
Dan Sandridge Yam
Edie Wofford Yam
30+
Mike Forkner Suz
Doug Downs Suz
Dennis Tomlin Hon
Rick Austin Suz
OUTLAW
Steve Forkner Suz
Lance Jones Hon
Keith Friebe Yam
Paul Heisner Hon

Motocross
MX Actiontown
Dillwyn, VA
Mar. 20
By Caryl Pigg

50
Chase Shumate Yam
Dean Day Yam
J.J. Magdinec Yam
Jeb Gasbill Yam
Billy Jones Yam
60
Isha Wood Kaw
Matthew Boyer Kaw
Wesley Alexander Kaw
Chase Shumate Kaw
Will Driscoll Kaw
JR MINI
Isha Wood Kaw
Wesley Alexander Kaw
Cory Gholson Kaw
Mark Braithwaite
SR MINI
Josh Wood Yam
Mike Ford Kaw
Terry King Kaw
Jeff Day Yam
Travis West Kaw
250 B
Jeremy West Hon
Davis Crawford Suz
Chris Anstead Yam
Steven Eagler Kaw
Gary Dengas Hon
250 C
Todd Morgan Hon
Kenny Merricks Yam
Robert Talbot Yam
Marty Carr Yam
Jeffrey White Suz
125 A
Billy Cox Yam
John Ryan Hon
Rob McWharter Hon
Ian Fortune Hon
John Morfet Kaw
125 B
Jeremy West Hon
Davis Crawford Suz
Chris Anstead Yam
Steven Eagler Kaw
Gary Dengas Suz
125 C
Richard Pitschender Hon
Barry Richards Kaw
Travis Denton Yam
Will Gomer Kaw
Jerry Hall Yam
25+ B
Tim Mantooth Hon
David Perren Yam
Rob Hendron Hon
Paul West Hon
John Ramsey Yam
OPEN B
Bill Smith Hon
Tom Haar Hon
25+ A
John Ryan Hon
Sonny Mitchell Kaw
Donnie Alford Suz
Ricky Joyce KTM
John Lee Hon
250 A
Billy Cox Yam
Rob McWhorter Hon
Ian Fortune Hon
John Lee Hon
Donnie Alford Suz
30+ A
Sonny Mitchell Kaw
Donnie Foster Hon
Phillip Wilkerson Kaw
Steve Barnett Yam
Rob Racer Yam
30+ B
Jerry Robertson Kaw
Tim Mantooth Hon
Chris Brewer Yam
Dennis Jones Yam
David Wilcox Hon
35+
Greg Discoll Suz
Ken Ferrell Hon
Jerry Scott Suz
George Galyo Yam
40+
Mike LoPicolo Hon
Ken Jordan Hon
U/L AM
Jeremy West Hon
Todd Morgan Hon
Scott Wood Yam
Travis Denton Yam
Gene King Kaw
TRL RDR
Jerry Draper Hon
Billy Wyatt Hon
Charles Johnson Hon
Bryan Snead Kaw
Clint Almurode Yam

Motocross
South Counties MX Series
Hollister Hills GP Track
Hollister Hills, CA
Mar. 13

EX
Rick Alves
Hawk White
Robert Scott
VET
Greg Pennington
Craig Lane
Scott Larson
SR
Keith Little
Mike Graziano
Dave Klaenhammer
SR EX
Brad Smith
Max Goode
OPEN
Brad Smith
Pat Towne
Andy Wood
250
Rich Mussman
Lance Rhinehart
Tim Stroup
125
Keith Verdin
Harold Hageman
Bryan McGill
80
Tim Maguire
Nick Batti
Danny Deslierres

Motocross
Mosier Valley MX Park
Euless, TX
Mar. 11
By Terry Cordray

50
C.T. Dickey Yam
Cody Dickey Yam
Ashley Wright Yam
Scotty Wennerstrom Yam
Adam Reson Yam
60
Matt Hunter Kaw
Logan Williams Kaw
Bradley Young Kaw
Jeremy Johnston Kaw
Cody Dickey Kaw
80 BEG
Zack Christian Suz
Colby McCaslin Yam
Robert Hickman Suz
Kevin Graham Kaw
Patrick Wright Kaw
80 JR
Scott Hickey Kaw
Jeremy Johnston Kaw
Michael Marella Kaw
80 SR
Charley Bogard Suz
Scotty Trimble Suz
Rod Scholting Suz
Nathan Hale Kaw
Ryan Wallace Kaw
80 OPEN
Charley Bogard Suz
Scotty Trimble Suz
Rod Scholting Suz
Dusty Dahir Suz
125 BEG
Brian Jordam Hon
Scott Scholting Suz
Matt Grant Kaw
Bryan Hall Hon
B. Scheel Suz
125 NOV
David Lott Suz
Ben Gary Yam
Daniel Patton Kaw
Chris Cadieux Kaw
Van Whitley Kaw
125 OPEN
Jason Eckhoff Kaw
David Lott Suz
Brian Oestrick Hon
Daniel Patton Kaw
Justin Stevens Suz
250 BEG
Craig Laughlin Yam
Jimmy Blotz Kaw
Eddie Pryor Yam
Dennis Manchack Yam
John Mulder Hon
250 NOV
John Sheffield Yam
Johnny Davidson Yam
Chad Anderson Hon
Mason Harper Hon
Robert Densford Yam
250 OPEN
Zeke Daugherty Kaw
Rick Radford Kaw
25+
Douglas Hall Yam
Steve Reavis Yam
Kyle Parks Hon
Thomas McLaughlin Hon
Mike Dunn KTM
30+
Roger Hardman Yam
Douglas Hall Yam
C.J. Mullins Hon
Steve Reavis Yam
Brian Doran Hon
COMB INT
Jason Eckhoff Kaw
Scotty Rice Kaw
Zeke Daugherty Kaw
Bill Harrington Suz
Shane Couch Suz
EX
Roy Schellenberger Kaw
Clay Hoenshell Suz
Brad Woolsey Kaw
Dennis Hawthorne Kaw
Michael Gage Suz

Motocross
Oklahoma State C'ship Series
Elk City, OK
Feb. 20, 1994
By Jeannie Kephart

P/W STK
Shawn Cook Yam
Michael Duran Yam
Zachary Hughes Yam
Kendal Owens Yam
Trey Terbush Yam
P/W MOD
Shawn Cook Yam
Shelby Davis Itj
Kendal Owens Yam
Zachary Tate Itj
Aaron Canard Itj
MINI-MINI
Chad Cook Kaw
Michael Odom Kaw
Kemp Elmore Kaw
Lee Sellers Kaw
Dru Erickson Kaw
WMN
Laura Harris Yam
Kim Brown Suz
Angie Thomas Hon
Terri Gibson Hon
MINI BEG
Chad Godwin Kaw
Mike Freeman Suz
Brian David Kaw
Ryan Shipley Suz
Caleb Garrison Kaw
MINI JR
Johnny Marley Yam
Heath Frazier Kaw
Chad Cook Yam
Michael Odom Suz
Tyler Farrar Hon
MINI SR
J.D. Bailey Kaw
Earl Kephart Yam
Eli Slater Kaw
Bubba Ellis Hon
Zac Slater Kaw
MINI OUTLAW
Johnny Marley Yam
J.D. Bailey Kaw
Heath Frazier Kaw
Bubba Ellis Hon
Zac Slater Kaw
Eli Slater Kaw
125 BEG
Cody Ganger Hon
Geoffrey Keating Suz
Bubba Southern Yam
John Jenkins Yam
Shane McAlary Yam
125 NOV
Marcus Turbyfill Kaw
David McLewis Hon
Chris Griffin Hon
Jay Grimm Suz
Justin Coley Yam
125 INT
Donald Hardy Kaw
David Casada Kaw
Todd Claborn Suz
Rick Peterson Kaw
Waylon Litchfield Hon
125 EX
Robbie Reynard Kaw
Dennis Owens Kaw
Michael Keating Suz
Jack Brassfield Hon
250 BEG
Terry Peake Hon
John Sing Yam
Kirk Martin Hon
Guy Manning Kaw
Francis Gilles Hon
250 NOV
David McLewis Hon
Kelly Hertzler Kaw
Kendell Robertson Kaw
Jarrod Hayes Kaw
Billy Bridge Hon
Chad Young Hon
250 INT
Coby Sharp Hon
Donald Hardy Kaw
Monte Frank Yam
Greg Brown Suz
Andy Anderson Kaw
250 EX
Robbie Reynard Kaw
Clifford Adoptante Hon
Michael Gage Suz
Mike Brown Kaw
Troy Morris Suz
Michael Keating Suz
25+ NOV
Roy Canard Kaw
David Tarver Yam
Charles Wentz Yam
Bobby Standerfer Kaw
Daniel Brown Hon
25+ INT
Chan Baker Hon
David Eubanks Hon
Ron Hendryx Yam
Dean Beaudoin Yam
Rick Kirk Yam
Mike Burke Yam
30+
Greg Brown Suz
Joe Burke Suz
David Eubanks Hon
Truitt Rogers Kaw
Scott Morgan Yam
Don Bailey Kaw
40+
Ronnie Cue Hon
Jim Thomas Yam
Alvin Kephart KTM
Mark Wright Hon
Laverne Kelley Kaw
VINT
Roy Canard Kaw
Rex McAlary Kaw
Vic Terbush Suz
Alvin Kephart Hus
Eddie Stegall Hon
OPEN OUTLAW
Casey Cole Hon
Kelly Hertzler Kaw
Jay Brimm Suz
Mark Hughes Hon
Eddie Jones Kaw

Cross Country
Metcalf Cross Country Marathon
Santa Clara Co. ORV
San Jose, CA,
Mar. 20

P/W
Ismael Navaro
MINI
Brian Svec
Derek Costella
Jesse Pavlov
80
Corey Willen
John Lathrop
Josh Devonshire
125/200
Bill Parks
Andres Ruggiero
Ed Soliz
250
Tim Taylor
Greg Kaila
Tony Ramirez
OPEN
J.T. Antone
Ricky Roach
Brian Caselden
4-STRK
Dorrey Ingoglia
Ron Mazzaferro
Ed Sherman
VET
Duke Lambert
Tim Collins
Chris Busk
SR
Dave Klaenhammer
Phil Penhan
Tim Nichols
EX
Chet Dubois Jr.
Lance Rhinehart

Motocross
Mosier Valley MX Park
Euless, TX
Mar. 25
By Claudine Cordray

250 NOV
John Sheffield Yam
Ty Howard Kaw
Robert Densford Yam
Mason Harper Hon
Chad Anderson Hon
60
Bradley Young Kaw
Cody Dickey Kaw
Logan Williams Kaw
Brian Dahlgren Kaw
Drew Hanks Kaw
25+
Douglas Hall Yam
Steve Reavis Yam
Carl Browning Kaw
Buddy Fitch Kaw
Tommy Dickey Yam
80 BEG
Chadd Kawata Kaw
Adam Powers Kaw
Kyle Martin Suz
Patrick Wright Kaw
Nathan Belz Kaw
50
Cody Dickey Yam
Brandon Thompson Yam
Logan Williams Yam
Andy Folbre Yam
C.T. Dickey Yam
80 JR
Jeremy Johnston Kaw
Scott Hickey Kaw
Tanner Davidson Hon
Michael Marella Kaw
80 SR
Rod Scholting Suz
Jesus Marquez Kaw
Scotty Trimble Suz
Ryan Wallace Kaw
Sparky Newlin Suz
125 BEG
Zach Stein Kaw
Kevin Dunbar Suz
Wesley Durant Kaw
Roger Davidson Yam
Chuck Milner Hon
125 BEG B
Scott Scholting Suz
Mitch Webster Suz
Mark Scherer Suz
Greg Pippen Suz
Dusty Tanksley Suz
125 NOV
Chris Cadieux Suz
David Lott Suz
Ben Gary Yam
Johnny Davidson Yam
Van Whitley Kaw
250 BEG
Jimmy Blotz Kaw
Jeremy James Kaw
Eddie Pryor Yam
Terry Reson Hon
Craig Laughlin Yam
80 OPEN
Rod Scholting Suz
Jesus Marquez Kaw
Scotty Trimble Suz
Chadd Kawata Kaw
Jeremy Johnston Kaw
250 OPEN
Bill Harrington Suz
Rick Radford Kaw
125 OPEN
David Lott Suz
Scott Scholting Suz
Curtis Geer Hon
Michael Dugger Hon
30+
Douglas Hall Yam
Brian Doran Hon
Buddy Fitch Kaw
Preston Klutts Yam
Danny Heard Suz
INT
Jeff Smith Suz
Mike Boliver Kaw
Zeke Daugherty Kaw
Bill Harrington Suz
Chris Piccola Kaw
EX
Clay Hoenshell Suz
Brad Woolsey Kaw
Larry Dodson Hon

Hare Scrambles
Sunset Ramblers Club Grounds
Galion, OH
Mar. 13
By Goggles Pisanno III

O/A
Chuck Cotterill Hon
O/A B
Doug Shepherd Hon
60
Chad Schlereth Kaw
Jeremy Morris Kaw
Marty Ramsey Kaw
80 JR
Chris Poland Hon
80 SR
Damien Heater Kaw
Shawn Green Yam
George Perkins Kaw
125
Jeremy Lucas Kaw
Doug Young Hon
Mark Martin
Nat Genet
Brad Snyder
200
Jack Tuller Kaw
Ryan DeRode Hon
Steve Benson Kaw
250
Josh Darling Yam
250 B
Shawn Fooloy Hon
OPEN
Check Coffman Hon
Andrew Bashore KTM
Mike Bashore KTM
Dave Mitchell Kaw
SR
Curt Baldwin Hon
Greg Bauer Suz
Andy Joseph Hon
Barry Coy Hon
Brad Kolpsfer Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

HELP WANTED

R&D Technician
Entry level position available to develop new products for the motorcycle, ATV, watercraft, and snowmobile industries. Mechanical background needed with welding and fabricating skills. Mail resume to: 1230 LaLoma Circle, Anaheim, CA 92806. (201-TFN)

MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Experienced Technicians Wanted
Move to Oregon. We're one of Oregon's largest Honda/Yamaha dealers. We offer medical and dental, paid vacations, 401k retirement plan, excellent pay. Must have minimum 3 years experience. Ask for Brian. 1(800) 929-1044. OR. (211-14)

Parts and Accessories
Orange County multi-line motorcycle and watercraft dealer seeking experienced, full time parts person. Call (714) 532-0133. CA. (211-14)

Lake Tahoe Awaits!
North Lake Tahoe multi-line dealership has 2 positions to fill. We are looking for a "utility person" capable of working both in sales and in the parts department. We are also looking for a service technician. Experience with Yamaha snowmobiles, motorcycles and watercraft or Kawasaki Jet Skis is preferred. Candidates should be enthusiastic, dependable and experienced. Compensation and terms based on experience. Call or send resume to North Tahoe Motorsports, 896 Southwood Blvd., Incline Village, NV 89451. (702) 831-0472. NV. (313-16)

SALES PERSON - HAP Jones Distributing is looking for a qualified person to service motorcycle dealers over the telephone. Qualifications must include at least three years experience in the motorcycle industry. Please contact Scott Link at (408) 432-1918, ext. 45. CA. (212-TFN)

BMW Technician
California's cutting edge BMW dealership requires one level two technician. Good pay and benefits. Fax resume to Scott at (408) 295-0207. CA. (312-15)

Service Technician
Established Honda/Suzuki/Sea-Doo dealer located in California desert resort area, seeking experienced motorcycle and watercraft service technician. Excellent benefits/growth opportunity. (619) 324-5633. CA. (213-14)

Parts Person
Experience preferred, will train right person. Contact Mo. (310) 427-2779. CA. (213-14)

Sell & Service the Best
New multi-line, top-brand motorcycle and watercraft dealer needs experienced: Sales Manager, Service Manager, Parts Manager, Sales People, Service Techs. Clean, upscale store in great West Valley market. To join our team please call us or fax a resume. (805) 374-6086 (voice/fax). CA. (313-14)

WANTED JOURNEYMAN MOTORCYCLE, pwc technician to work in beautiful N.W. at progressive multi-line dealership. Fax resume (509) 758-2747 or (509) 758-6227. WA. (213-15)

Experienced Kawasaki Technician
Opening for right persons, must know Kawasaki motorcycles and jet skis. Large Kawasaki dealer in Texas. Full time, year round. (713) 472-3694. TX. (311-14)

QUALITY CONTROL INSPECTOR. Immediate opening for a Q.C. Inspector. Minimum two year experience in Harley-Davidson sales or service. Good communication skills required for product reports and vendor correspondence. MMI graduate a plus. Mac a plus. $8.00/hour base. Salary commensurate with experience. Send resume: Q.C. Position, Custom Chrome, Inc., 16100 Jacqueline Court, Morgan Hill, CA 95037. CA. (313-14)

Motorcycle/Watercraft Sales Person
Join our sales team, same southern California location for 25 years. Great opportunity. (818) 980-3715. CA. (214-TFN)

Parts/Sales
Help wanted for South Bay motorcycle jet-ski dealer. Cycle Service (310) 548-6874. CA. (214)

Expert Parts Technician
R&R Sportcenter, multi-line Honda and Yamaha jet ski dealer seeking experienced full time parts person. Call (805) 238-4755. Paso Robles. CA. (214-15)

Technicians Wanted Now
Immediate openings for 1 "A" mechanic and one trainee. We are not a wanna-be dealership. We are the real thing. Benefits. Top pay. Two days off in a row. This is a rare opportunity. 10290 Atlantic Blvd, Jacksonville, Florida 32225. Regency Kawasaki and Sea-Doo. (904) 641-5320. FL. (314)

Corona Honda Motorcycles
Now open in Corona, CA. Positions open for parts manager, parts counter, mechanic and sales. Fax resume (909) 735-0206. CA. (314-17)

Motorcycle Technician
Minimum of 2 years experience in both dirt and street bikes for fast growing shop in prime location in Hampton Roads area of Virginia. Send resume and references to: G&G's Cycle Works, 13164 Carrollton Blvd., Carrollton, VA 23314 or call (804) 238-BIKE. VA. (214-17)

Expanding Motorsports Dealership
In Humble has a home for energetic technician handling all brands. Benefits/insurance/vacations. K's Humble Yamaha, 17802 Highway 59 North, Humble, Texas 77338. Ask for Dave (713) 446-7165. TX. (314-15)

Money Making Opportunities
O'Neal USA. Immediate off-road/in-house sales position open for a motivated, energetic team player/enthusiast. Motorcycle industry sales experience required! Excellent benefits, a good working atmosphere. Fax resume, Attn: Kurt Menslage. (818) 882-0435. CA. (214-15)

POSITION WANTED

Honda Yamaha Mechanic
Michigan cert. full product knowledge. Looking to relocate Charlotte, NC area, 10 yrs exp. (616) 468-3794. MI. (312-15)

BUSINESS OPPORTUNITIES

Motorcycles and Watercraft
Established multi-line dealer in southern California available for sale. For details and terms contact: IBB Agent, Mark. (714) 380-7236. CA. (211-14)

INVESTOR FOR MOTORCYCLE or related business or distributorship. 10 years Fortune 500 sales experience. Will look at active equity positions. All replies responded to. Contact: Division R, P.O. Box 498, Long Beach, CA 90801-0498. CA. (313-14)

MULTI-LINE OFF-ROAD dealership for sale. Established 9 years. Turn-key operation. Florida. $95,000. (904) 360-9216. FL. (314-15)

COLLECTORS

BULTACO PARTS, NEW and used, books and t-shirts. Lynn Mobley 7:00-7:00 PST. Mon-Sat. (702) 267-2103. NV. (309-17/C)

SMOG, THE SPANISH MOTORCYCLE owners group is now 700 members worldwide. Join us! $15 USA, $20 others. Lynn Mobley, 1320 Cathy Lane, Minden, Nevada 89423. NV. (309-17/C)

H-2 Cylinders, New in Box
Many H-2 parts, new and used. Gary. (303) 659-9473. CO. (113-14/C)

100+ VINTAGE EUROPEAN and Japanese motocross bikes and approximately 10 tons of related parts and cosmetics for sale. (619) 583-2227. CA. (113-14/C)

'71 TRIUMPH BONNEVILLE 650. All original, 9,000 miles. Please call David. (401) 861-3593. RI. (313-14/C)

NEW 1973 MAICO 250cc with invoice from Cooper Motors. Make offer. Call Haney. (915) 949-6736. TX. (313-14/C)

Jawa Speedway Bike
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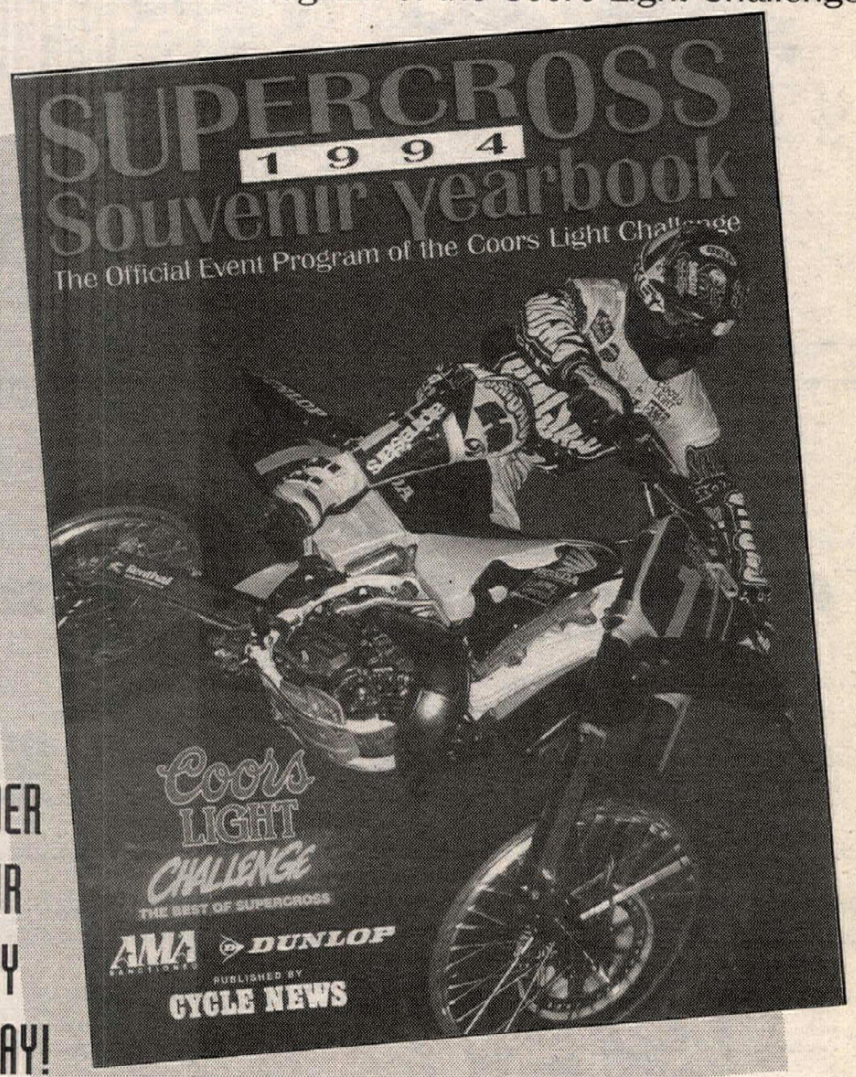

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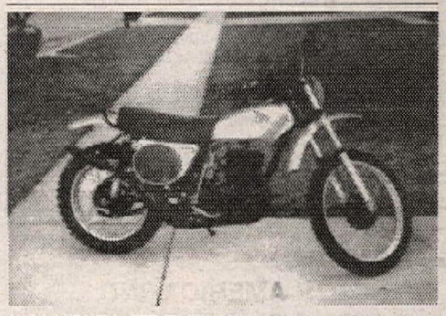

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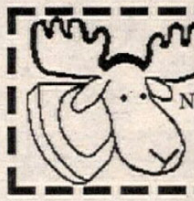

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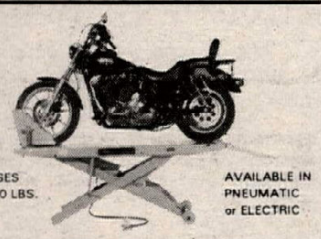

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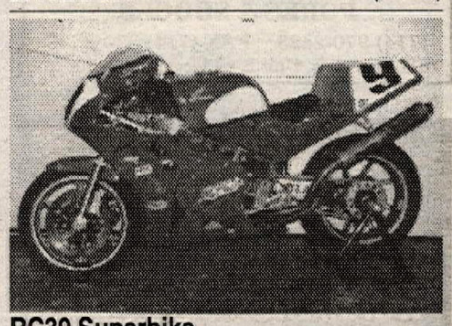

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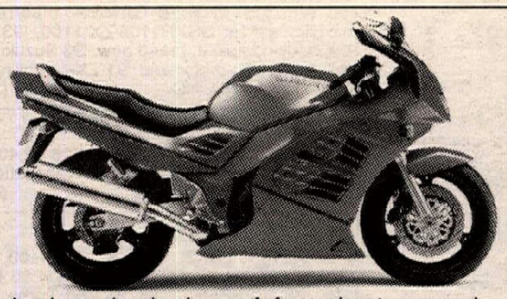

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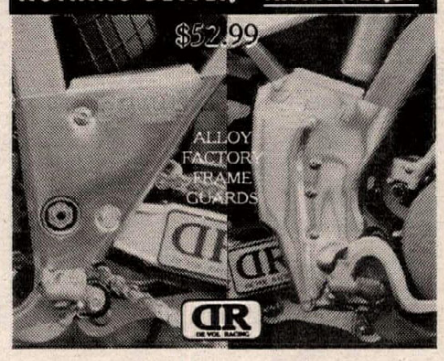

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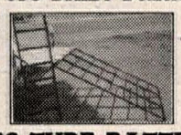

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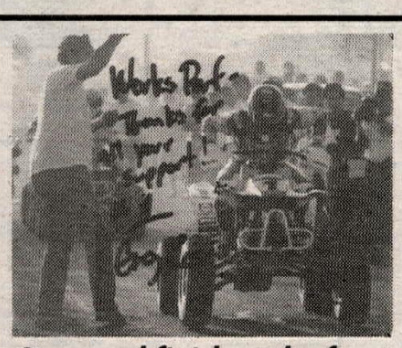

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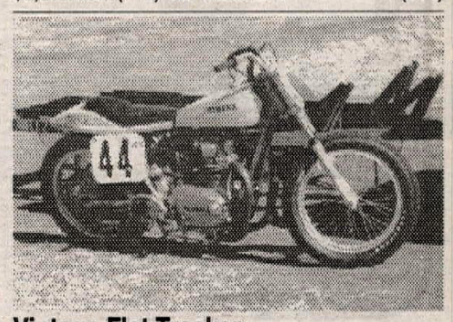

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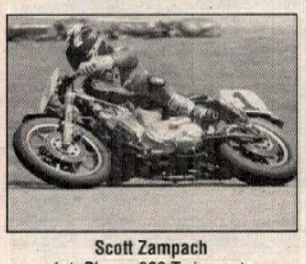

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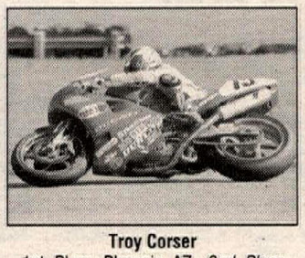

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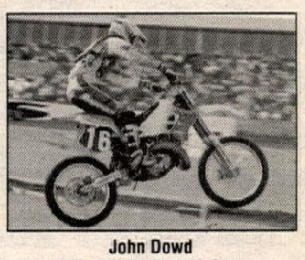

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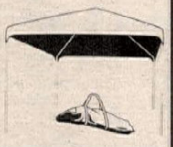

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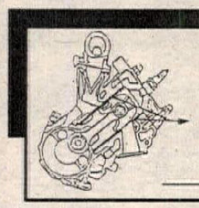

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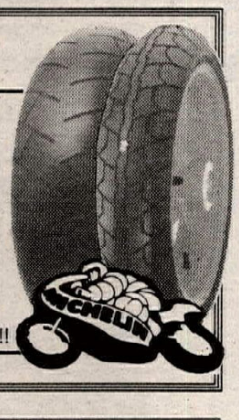

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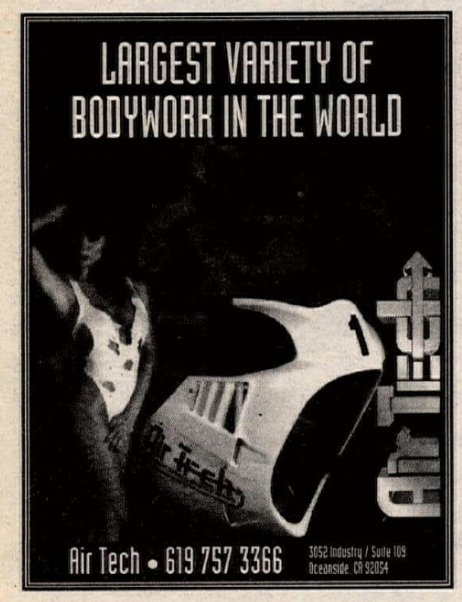

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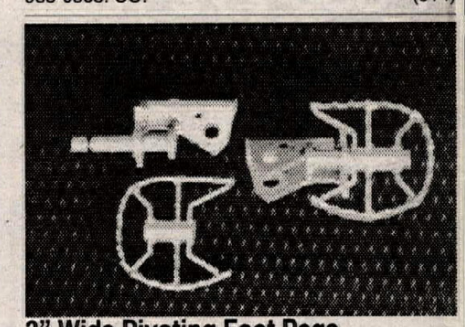

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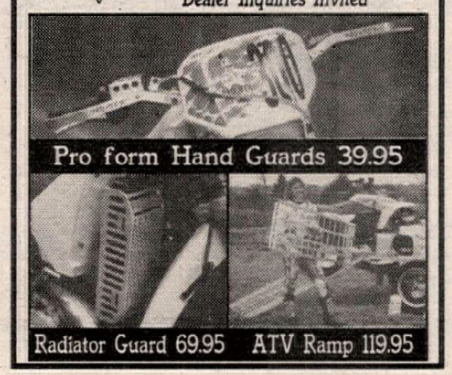

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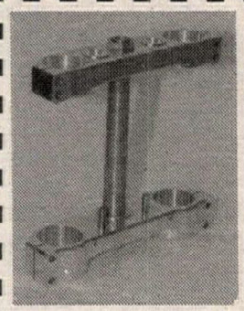

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ADVERTISERS INDEX

4 Strokes Only 46
A&A Racing Service 51
AHRMA 41
AMA Pro Racing 46
ATK America, Inc. 51,57
Action Sport Cycles 49
Action Yamaha Of Edison 57
Aerostitch Riderwear 47
AFAM USA, Inc. 51
AGV-USA, Corp. 50
Air-Tech 56
Aircone Inc. 54
Aktive North America 49
Al Baker Racing 53
Allredy Canopies 55
Allsport Salvage 55
AMA/Prostar MC Drag Racing 47
American Dirt Bikes, Inc. 49,54
American Honda 50
American Jawa Limited 49
American MC Institute 56
American Suzuki Motor Corp. 67
Andre's 55
Andrews Yamaha-Kawasaki 51
Answer Products 49
Arai Helmets 54
Archer Travel Service, Inc. 41
Atlas/Ambassador Travel Service Inc. 50
Avon Tire 49
Backroads Adventures B.C., Inc. 49
Baja Designs 50
Baja Off Road Tours 48
Barnett Tool & Engineering 49
Beach Yamaha 51
Bel-Ray Lubricants 50
Bell Helmets 48,60
Bert's Motorcycles Mall 35,40
Bieffe USA, Inc. 51
Bill's Pipes 47
Blendzall 54
Bley USA Inc. 46
BMW Of North America 55
Boulder Yamaha Inc. 49
Boyesen Engineering 48
Braco Custom Trailers 57
Braking USA 49
Brian Myerscough Racing School 51
Bridestone 15
Buchanan's Frame Shop 48
CMC 37
C W Racing Engines 53
C.C.M.A. 39
Cagiva North America 8,9,47
California BMW 47
California Jaguar 49
California Racing Club 39
Can-Am 57
Carb Parts Warehouse 46
Carbon Tech 54
Championship Cup Series 50
Chaparral Cycle Supply 51
Chariot Mfg. Co. 57
Charleston Custom Cycle 48
Chicken Hawk Racing 49
Chris Agajanian Presents 35,38
Clarke Mfg. Co. 55
Clayton Foundation 29
Clean Racing 48
Composites Unlimited 57
Copper Gaskets Unlimited 49
Cosmopolitan Motors 48
Cycle Concepts Inc. 51
Cycle Express 35,48
Cycle Gear 46
Cycle News Subscription 13
Cycle Nuts & Bolts 57
Cycle Recyclers 54
Cycle Service, Inc. 40
Cycle Specialties Athens 54
D&D Motorcycle Service 54
D&D Performance Exhaust 53
D.I.D. 15,49
Daytona International Speedway 49
Dennis Kirk 56
Devol Engineering 51
Donnie Hansen MX Academy 50
Double Cross Racing 40
Downers Grove Yamaha 57
Dublin Kawasaki 53
Dunlop Tire 50
East Coast Honda Warehouse 55
East Coast Suzuki Warehouse 57
Endura 46
Engine Dynamics Co. 49
Engines Only 55
Enzo Racing 47
Eric's Motorcycle Co 53
Euro-Tech Engineering 57
F&L Company 46
Factory Connection 55
Factory Pipe Products 49
Falicon Performance Engineering 56
Fast By Ferracci 53
Feroce 47,49
Fineline Motorsports 57
Finish Line Products 56
FMB Promotions 55
FMF Racing 53
Fontana Radiator Service 49
Forest Lane Yamaha 39
Freewheeling Honda-BMW 53
Fremont Cycle Salvage & Access. 54
GFI Racing 38
Gary Baileys' MX School 53
Glen Helen Racing Inc. 39
GP Stabilizer 55
Greg Scheld & Associates 40
Gustafsson Plastics 50
Halls Harley-Davidson 56
Halmar Video 51
Hammerhead Graphics 48
Hansen Motorcycles, Inc. 53
Hap Jones International 55
Hayward Honda 50
Heid's Hodaka 56
Hogan Cycles 57
Holliday Canopies 54
Husaberg America 57
I.C.O. 54
Interstate Oil Co. 47
International Motorsport 48
International Speedway 38
International Sport Promotions 38
Iron Horsemen of Goshen 41
JN Innovations 53
Japan Motors Racing 55
Johnny B's Travel Lab. 54
Kawasaki Motors Corp. (USA) 5,11
Ken Maely Enterprises 48
Klemm Research 53
KTM Of Mojave 48
KTM Sport Motorcycle USA 50
Kustom Kraft Performance Spec 57
L.R. Enterprises 46
LA County Raceway 39
Lake Sugar Tree Motorsports Park 47
Lamson Porting 47
Letko Competition Cycles 47
Lindemann Engineering 54
Los Angeles Sleeve Co. 40
MXRA 47
M.C.C. 54
M/C Concepts 51
Magnum Distributing 56
Manhattan Oil 47
Maxima Racing Lubricants 55
McGraw Insurance Services 51
Megacycle Engineering 53
Metzeler Motorcycle Tire 49
Michelin Tire 56
Mickey Thompson Ent Group 55
Micron North America Ltd. 47
Mid Cities Honda Kawasaki 49
Midwest Racing Association 47
Mike's Cycle Parts 47
Mile Hi Motorsports 53
Moose Racing 50
Moroney's H-D 54
Moto America, Inc. 50
Moto Cycle 49
Moto Liberty Cycle 56
Moto Line 57
Moto Tassinari 57
Moto Trax 46
Motoplat Ignitions 49
Motorace 47
Motorcycles Accessories Unlimited 50
Motul USA, Inc. 51
MSD Ignition 53
MSI Trailers 55
Myler's 50
Neil Keen 48
New Video Release 17
Nickel Silicon Carbide 55
Nitrous Oxide Systems, Inc. 53
NMA 38
Noleen Racing, Inc. 56
North West Maico & CZ 53
Northern Illinois Honda 35
Northwest Sleeve Engineering Wrk 50
Oakland Spt Ctr 41
Off Road Specialties 57
Old Timers MX Association 40
Orange County Suzuki 50
Outback MC Tours 49
PBI Sprockets 46
Penske Racing Shocks 51
Performance Engineering 55
Performance Machine 51
Pettersson Pro Suspension 51
PJ1 Corporation 54
Plano Honda 35
Pomona Valley Kawasaki 46
Power Inc. 57
Powroll Inc. 49
Precision Winding 51
Pro Action Technology 49
Pro Art Works 51
Pro Circuit Racing 17,50
Pro Pad Products 48
Pro Plates 47
Pro-Tex 57
Pro-Vue Lenses 57
R.K. Chain 47
Race Technology 47
Race West Productions 27
Racing Engine Components 53
Rancho M/C Dismantling 51
Redline Motorsports 47
Regina USA, Inc. 55
Rocket Rex 56
Ron Wood Racing 51
SRA G.P. 40
Santa Clara Co. MC Park 41
Schilling Products 51
Scramp 31
Shoei Helmets 50
Shoup Enterprise 47
Slater Bros 47
Sloan's Honda/Yam-Suz Racing 53
Smitty 21
Sole Performance 47
Spectro Oils of America 55
Sprocket Specialists 47
Starcycle 49
Starwest Supercross Park 39
Steve Storz Performance 56
Sticker Point USA, Inc. 53
Sudco International 41,53
Sunstar Engineering 50
Superbike Mike Engineering 56
Suzuki of Jacksonville 55
Syed Leathers 46
TSR 40
T.J. Parts Express 50
Team Calamari YSR 49
Tech Products 47
Tech-Care Suspension Service 57
Temecula Motorsports Park 39
Terrycable 57
The Roanoke Company, Inc. 40
Tony D MX School 56
Too Tech Suspension 56
Torco International Corp 40
Trick Racing Fuel 49
Tucker Rocky MX C'Ship Series 29
Two Brothers Racing 51
U.S. Maico 54
Uni Filter, Inc. 54
USA Sports 47
Vance & Hines Enterprises 53
Vanson Leather 48
Varner Racing 55
Video Theatre 24,25
Vintage Iron 46
Vintage Rebuilds and Restoration 53
VP Racing Fuel Inc. 48
WERA 57
Walt-Schaffer Cycle Supply 56
Web-Cam 49
Western Honda 57
Western Manufacturing Corp. 48
Wheel Works 55
White Bros Cycle Speciality 49
Wide Open Racing 54
Willow Springs Motorcycle Club 34
Wiseco 46
Works Connection 54
Works Enduro Rider/WER 53
Works Performance Products 54
World Sports/So 56
Yamaha Motor Corp 46
Z Racing 55
Zero Nine Mfg. 51

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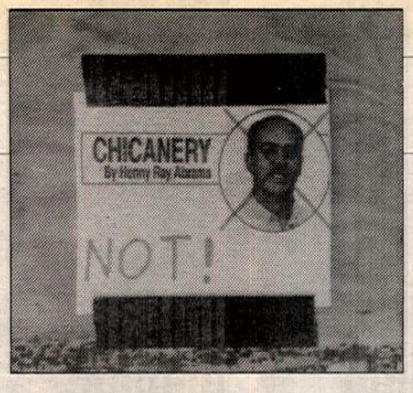
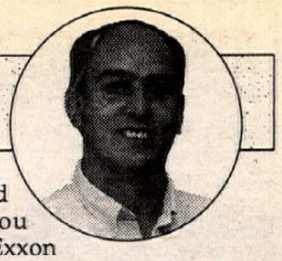
CHICANERY

By Henny Ray Abrams





Of all the photos I shot at Daytona this year, the one you see here will be my most memorable. It's a photocopy of my humble visage, my column title and byline, and it has been enlarged and defaced. De face is mine, de "X" and de "NOT" were added by someone with a dazzling wit in the Harley-Davidson race team garage, a place where a sense of humor is, no doubt, invaluable. It was there that I photographed this art (Art?) work taped to the wall just to the left of the entrance and not far from a naked VR1000 display bike that attracted hordes of the curious, thereby guaranteeing my celebrity.

That Harley made it to Daytona at all is an accomplishment they should be proud of - given how recently a completed lap of the track was cause for giddy celebration. I had prophesied that it would not happen and have been proven wrong. That they are apparently humor deficient is something they should work on once they get the bike running to the point where it can return to the pits under its own power with some regularity.

The cynic in me wants to say that if they had used their time in a more productive manner, instead of thinking up clever ways to sully someone who'd witnessed their pride and joy attached to an umbilical tow rope on these same Florida bends during a December test, they might be a little closer to the part of the grid where the riders don't use the same bike for their paper routes.

What I would like to attempt with this column is closure. I would like to re-state my position, something that appears to have been misinterpreted by whomever read the column and was inspired to do the photocopying. (I am pitching the idea of "Cycle News on Tape" to the good folks at 2201 Cherry as a way of avoiding this in the future).

My uneducated guess is that some Member Of The Harley-Davidson International Race Team (MOTHDIRT) was reacting to my first stab at "Chicanery," an effort which garnered me immeasurable praise at Daytona and Phoenix and very little animosity, except for this one unfortunate incident which aggrieved me in ways I hadn't felt since being rejected by the Hair Club for Men. In "Chicanery, the Original" I made some jokes at the expense of the team, the bike, and the rider. Most everyone I spoke to understood them. And just to prove that my sense of humor isn't limited, let me ask: How many AMA officials does it take to screw in a light bulb? None, they'd rather be kept in the dark. (Now if Larry Maiers would pay me the royalties he owes me for repeating that joke, I could quit my day job.)

But before we leave the VR behind, there are a few other points I forgot to mention, which I will add here for the purpose, once again, of closure. For instance, somewhere in the AMA rule book it states that 50 motorcycles need to be produced before the ball drops in Times Square on New Year's Eve and that they be street legal somewhere, anywhere, in the world. Do you know in which country the VR1000 is street legal? Me neither. So I asked someone who should know and was told it was Belize, a Third World country where I'm sure lines began forming months ago to cough up the $49,450 asking price. Though that may seem a scooch high, remember, it comes with a AAA card and a cell phone.

Do you know where Belize is? Me too, and last I looked it wasn't on the AMA Superbike calendar for 1994, though at least one other Third World haven was, and I'm sure that if the Belizeans coughed up the sanctioning fee an event could be added as the "race to be named later." The name could be the "Harley Legal Parking Lot of the Americas Grand Prix." I have also heard the VR may be street legal in Malaysia or Mexico or Poland, but not in the U.S.

So, what happens if there aren't 50 built and no country will license one? I'm told Miguel DuHamel and Fritz Kling will have their points, and/or National Championship, taken away. I have also heard that production of the VR will soon move to an abandoned part of the Harley factory in York, Pennsylvania. I am told that this facility was previously used as part of the Harley defense contract with the U.S. government. Know what they made there? Bombs. Please feel free to take a moment to make up your own joke.

I have heard these things from what journalists like to call unnamed sources, not, as you might think, because the sources have no names and respond only to "Yo, dunghead," but because they would rather it not be known that they are betraying a sacred trust. A tip from one of these sources is a lot like a social disease; you want people to know you're capable of getting it, but you don't want anyone to know where it came from.

Just to clarify my position on l'equipe Harley, let me reiterate a few of the points that I made in my first column: I firmly believe that Miguel DuHamel is one of the very best racers in North America. If he had chosen any of the other offers which I'm told he received - from Kawasaki, Honda, or, especially, Ducati - he would have been a contender, if not the favorite, for a title. Period. He is one of the elite and he proved it last year, bouncing back from a dismal Grand Prix year which was no fault of his own, except in his choice of a team.

Harley-Davidson is one of a handful of American brands known worldwide and having them involved in superbike racing can only enhance the sport. The interest the project generated in Daytona and Phoenix far dwarfed that of any other debutante and most of the established teams. It looks different, it sounds different, and it runs different, which is to say, at this time, with some difficulty.

My guess is that prior to Daytona there were two schools of thought in Milwaukee: one which felt that the bike should not be raced until it was more competitive, and a second which probably wanted to get it out there and let it take its lumps. The lumpers appear to have won. It will certainly improve and grow. But going up against established superbike teams in a year that will likely prove to be the most competitive ever - if you discount the Ducatis - is a tough order for anyone, let alone a team with a virgin racebike that seems bent on doing it on their own.

Smokin' Joe's Honda team owner Martin Adams said in a recent issue of *Cycle News* that Harley-Davidson may need to seek outside help, and in the same issue Rob Muzzy of the World Champion Muzzy Kawasaki team wondered aloud about their methods. I am not alone in questioning the ways of the team. In fact, I think I'm in pretty good company. Still, I think the folks at Harley have earned the right to try and fail since that's inevitably the path to progress, and they appear to be succeeding at both.

In the Daytona 200, the VR1000 didn't get all that far before the motor tried to reduce itself to its component parts on the front straightaway. The company line was that it developed a small oil leak, which I would agree to if you consider the Exxon Valdez a medium oil leak and the Kuwaiti oil field fires a large oil leak.

Let me digress, since the 200 wasn't their first competitive endeavor. A third-place finish was carded in one of the 4324 sprints run during the previous AMA/CCS weekend in a race that was suspiciously shortened by - you guessed it - a red flag, but how else could the VR get into the winner's circle? I believe Oliver Stone bought the film rights to that episode. There was also a DNF in the Expert Anything with Decals GP, due, I believe, to a clutch failure.

Phoenix was the next race and the name proved appropriate. "Phoenix" is defined in my dictionary as "a person or thing that has been restored after suffering calamity or apparent annihilation." A report in a local newspaper said that a radar gun showed the top Superbikes doing 141 mph on the front straight, and the Harley doing 127. Still, Fritz Kling, the newest recruit, finished a creditable 14th, scoring the team's first points. DuHamel had yet another unfortunate retirement, though I believe he was running near the top 10 at the time. I'm not sure, but I think he's already retired more times than Sugar Ray Leonard. There appears to be a lingering problem with the fuel delivery system, a problem that another of my "socially diseased" sources told me is easily curable if the regulator were moved to a place further downline and away from the exhaust pipes. I am not a mechanical genius - far from it. To me, the only difference between a valve seat and a toilet seat is that I've never had to call the fire department to pry me off of a valve seat.

The same tipster told me that there appears to be a limitless budget on the project. The original Penske front forks: Guess how much two pair cost? Guess again. Now double that. Then add $4000. I know, I couldn't believe it either.

But those forks have been jettisoned for the more-American Ohlins forks, a move that shows a willingness to learn. There will, no doubt, be more parts jettisoned - some unintentionally, like valves and clutches. But I will speak badly of the VR1000 no more. I, like you, will watch, glad to have Harley-Davidson around, hopeful about their progress, jealous of their attention, and sad that I now have to find something else to make fun of. Anybody know where the Suzuki pits are? CN

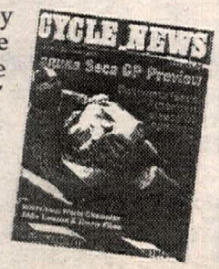
LOOKING BACK...

25 YEARS AGO
April 22, 1969...

Mert Lawwill graced the cover of *Cycle News* issue number 14 back in 1969 after winning the Northwest TT Championship in Boise, Idaho. Lawwill beat **Dick Mann** and **Jim Odom**...**Evel Knievel** announced that he would make a jump at the Cycle World Motorcycle Show at the Los Angeles Sports Arena...The CMC MX Series got underway in Carlsbad, California, with **Gary Bailey** sweeping the 125, 250 and 500cc races...Texas road racers came away big in the 1968 AMA National Sportsman Classes winning six of the eight classes - the big winners were **Mike Cone** and **Rusty Bradley**...In AFM road racing action at Orange County Raceway, the 250cc GP win went to **Ron Pierce** over **Ron Grant**, **Dave Scott**, **Art Baumann** and **Don Vesco**. **Ralph White** won the 350cc class with Baumann taking the win in the 500cc GP class...A 1966 BSA Victor was for sale in the Want Ads section for $500...

15 YEARS AGO
April 18, 1979...

Round three of the AMA 125/250cc National Championship MX Series in Phoenix, Arizona, saw **Bob Hannah** and **Broc Glover** continue their domination of the series. Hannah beat **Kent Howerton** in the first moto of the 250cc class and **Marty Tripes** in the second. Glover topped **Jeff Ward** in moto one and **Brian Myerscough** in moto two of the 125cc division...The Eighth Annual Yamaha World Mini Grand Prix was dominated by **Erik "Earthquake" Kehoe** and **George Holland**...The Ascot season opened with **Hank Scott** taking the victory on the Ron Woods Norton. **Jeff Haney** won the Junior class on a 500cc Honda...**Bruce Hammer** beat **Harry Klinzmann** to win the Open GP road race at Willow Springs. **Malcolm Hill** won the 410cc Production race...**Mike Baldwin** was released by Kawasaki to ride "ride whatever he wants in Europe." Baldwin, however, would continue to ride for Kawasaki in the 750cc, 250cc and Superbike events on the AMA schedule...



5 YEARS AGO - April 12, 1989...

Japanese Grand Prix winner **Kevin Schwantz** graced the cover of *Cycle News'* United States Grand Prix Preview Issue. Schwantz led an American sweep of the top three places in Japan as he led **Wayne Rainey** and **Eddie Lawson** across the finish line. The 250cc Grand Prix was won by **John Kocinski** - his first-ever GP win - over **Sito Pons** and **Luca Cadalora**...The 10th round of the AMA Camel Supercross Series in Irving, Texas, was won by **Jeff Ward** after a race-long battle with points leader **Jeff Stanton**; **Ron Lechien** finished third. The 125cc race was won by **Jeff Matiasevich** over **Larry Ward** and **Mike Kiedrowski**...The first round of the World Superbike Championship was won by **Fabrizio Pirovano** and **Giancarlo Falappa**. Pirovano rode a Yamaha with Falappa aboard a Bimota - the Italians split the wins in the two-leg event. **Fred Merkel** was third overall at Donington Park... CN

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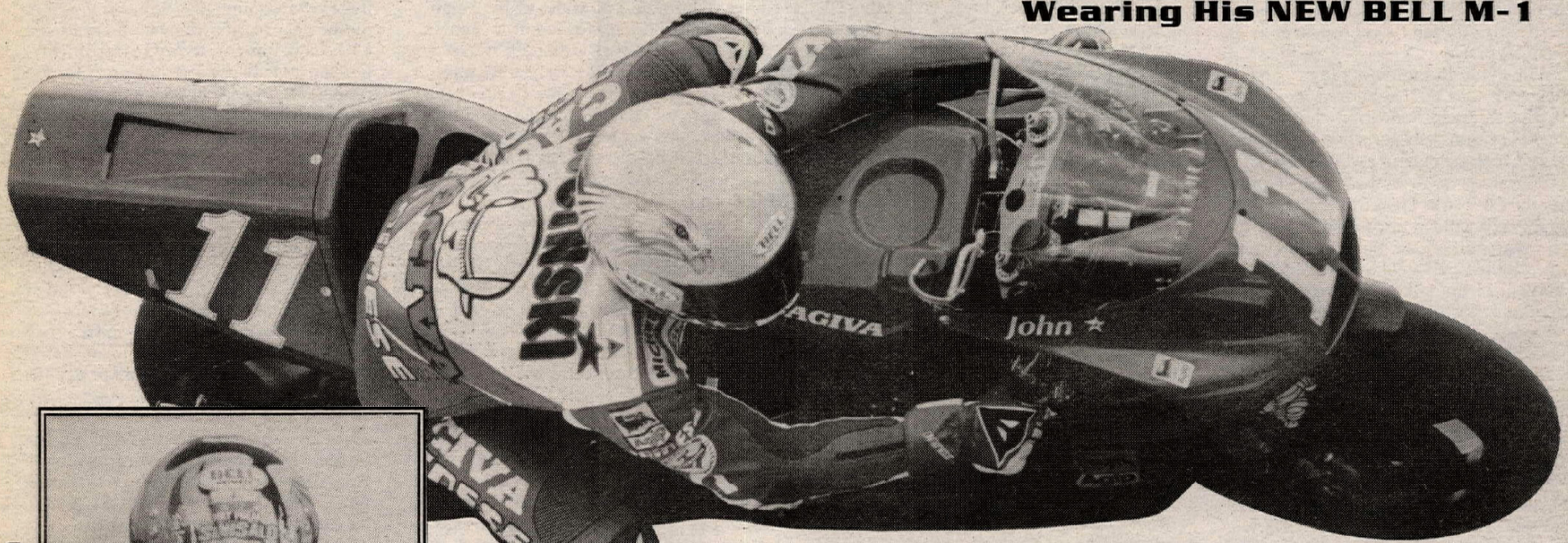

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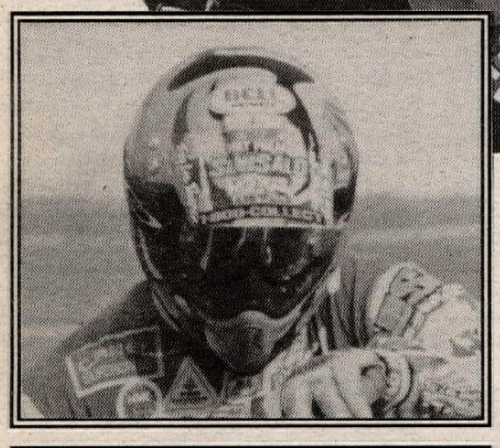
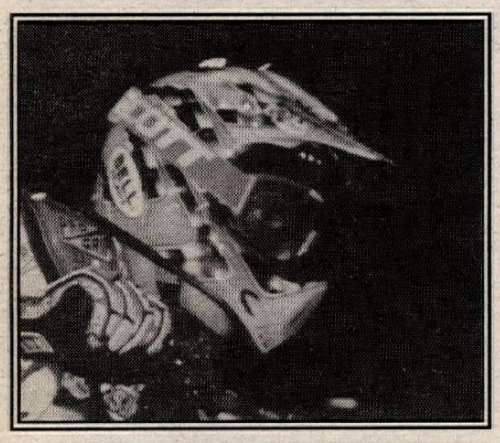


Jeremy McGrath



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